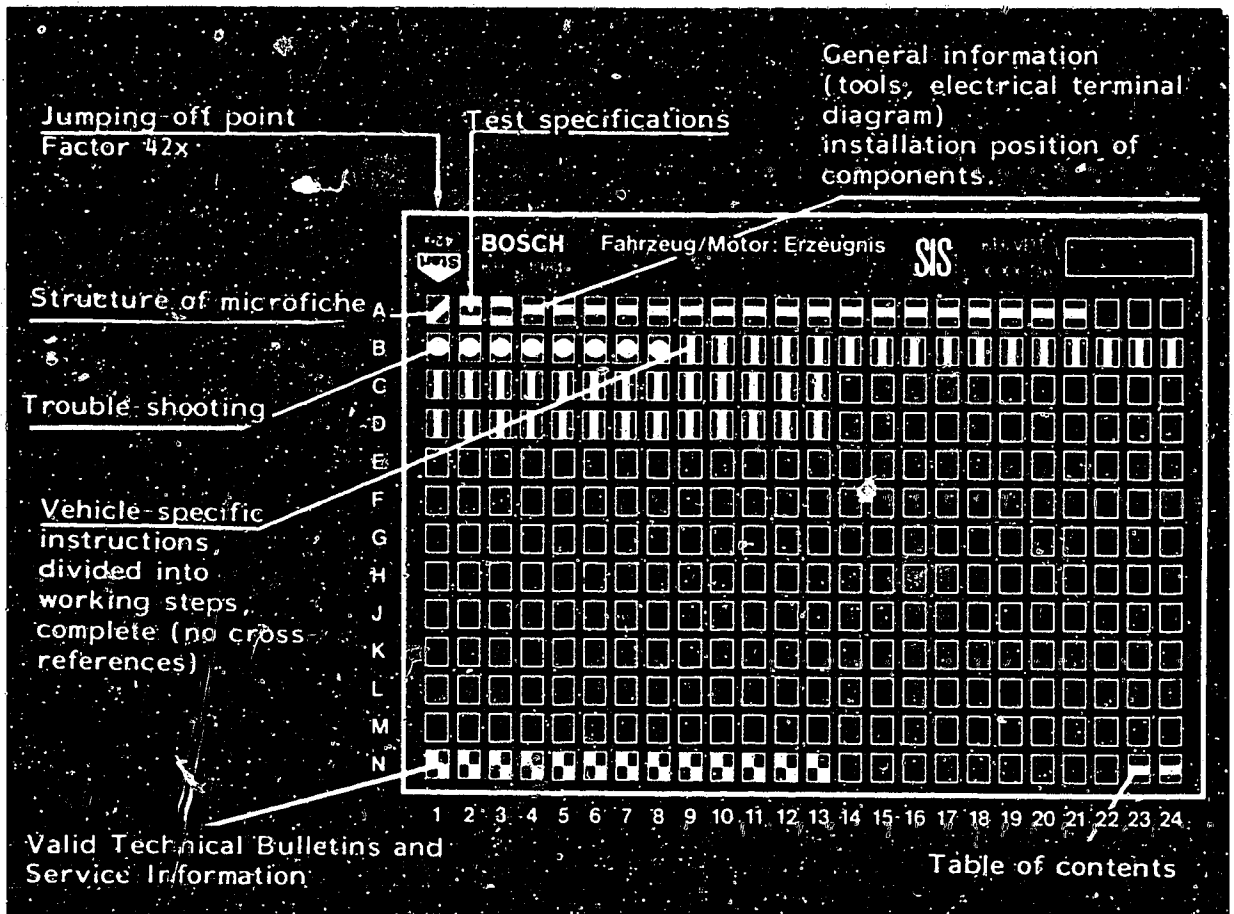


Structure of microfiche



1. Read from left to right
2. Title of microfiche (appears on each coordinate)

E16	Product/component/test step
	Vehicle/engine

↑ Coordinate

3. Limits of section



Beginning



Mid-section



End



One-page section

4. References to relevant test steps in test specifications; coordinate e.g. C6

C6

A1	Trouble-shooting program	↓
-----------	--------------------------	---

1. Test specifications

Ignition coil primary	0.6...1.0 Ω
Ignition coil secondary	6.4...11.1 k Ω

B11

Basic ignition setting with engine idling (without vacuum, engine oil > 60°C)	10° BTDC
--	----------

B17

Part-load switch > approx. 90 mbar	approx. 0 Ω
< approx. 90 mbar	$\infty\Omega$

B23

Thermo-switch > approx. 17°C	approx. 0 Ω
(Air) < approx. 17°C	$\infty\Omega$

C1

Oil-temperature switch < approx. 65°C	approx. 0 Ω
> approx. 65°C	$\infty\Omega$

C3

* Power supply to trigger box with engine idling	12...14 V
--	-----------

C11

Power supply to ignition coil with engine idling	≥ 10 V
--	-------------

A2

Test specifications
Opel



Power supply
to ignition pulse generator $\approx 10 \text{ V}$

D4

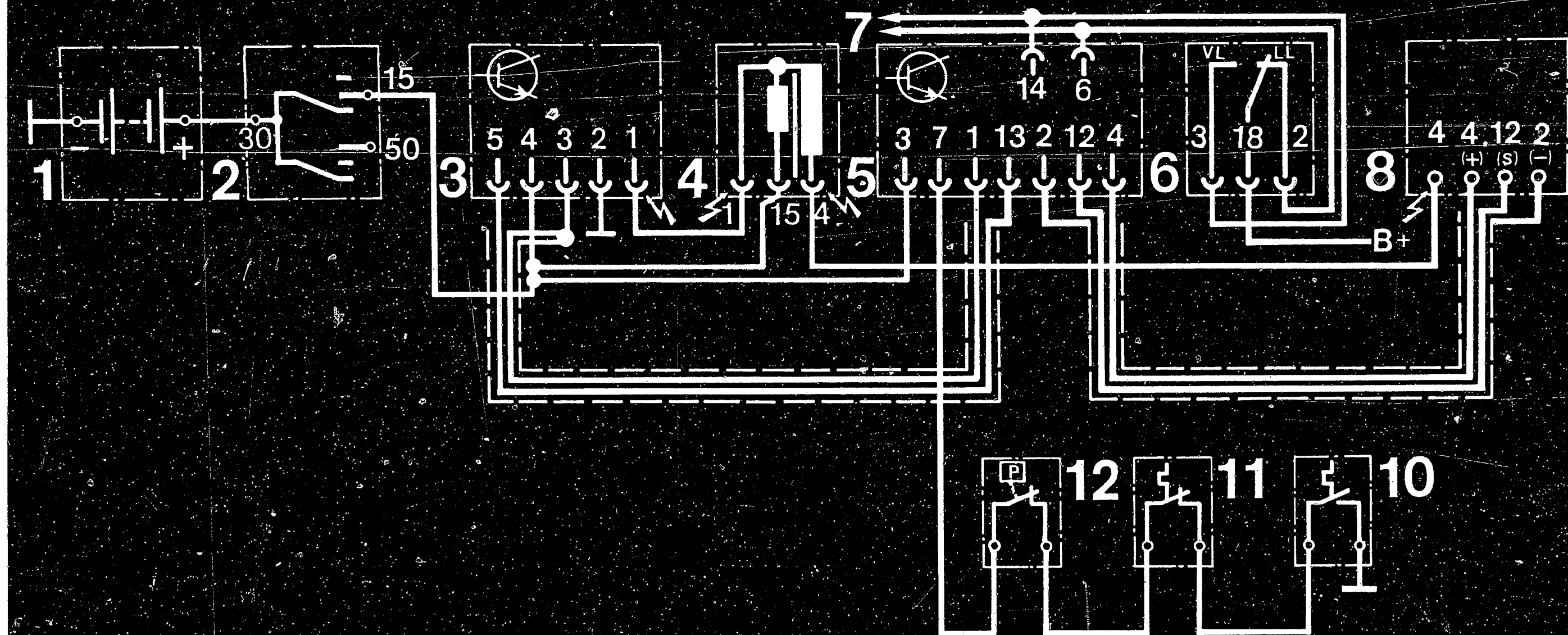
See Autodata test specifications for settings for
ignition, idle speed, exhaust gas, valve clearance etc.

A3

Test specifications

Opel





227/340

⚡ = Dangerous voltages (400 V - 25 kV)

- 1 = Battery
- 2 = Ignition and starting switch
- 3 = Trigger box
- 4 = Ignition coil
- 5 = Timing advance unit
- 6 = Throttle-valve switch

- 7 = To L-Jetronic (version LE 2)
- 8 = Ignition distributor
- 10 = Oil-temperature switch
- 11 = Thermo-switch (air)
- 12 = Part-load switch

2. Electrical terminal diagram

A4

Electrical terminal diagram

Opel

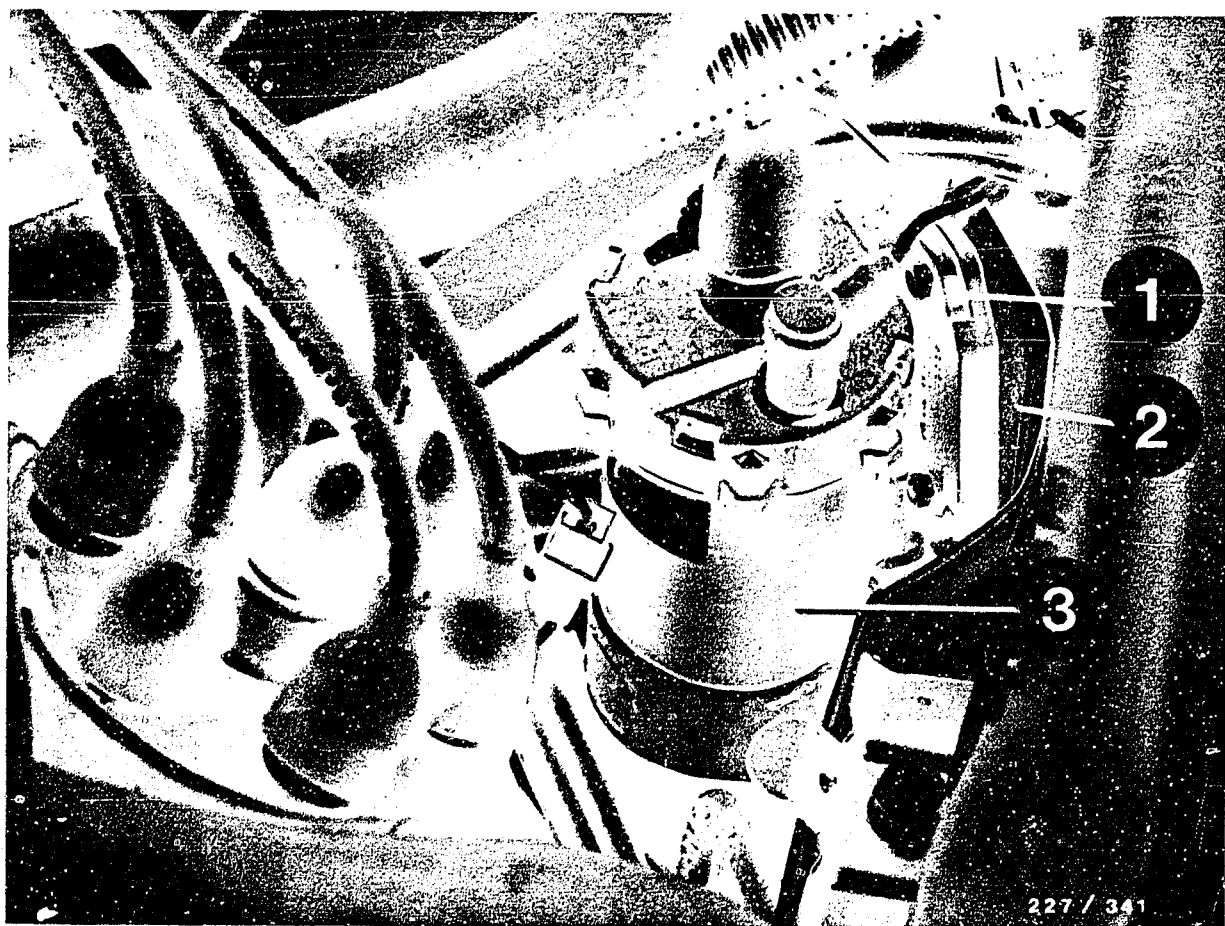


A5

Electrical terminal diagram

Opel



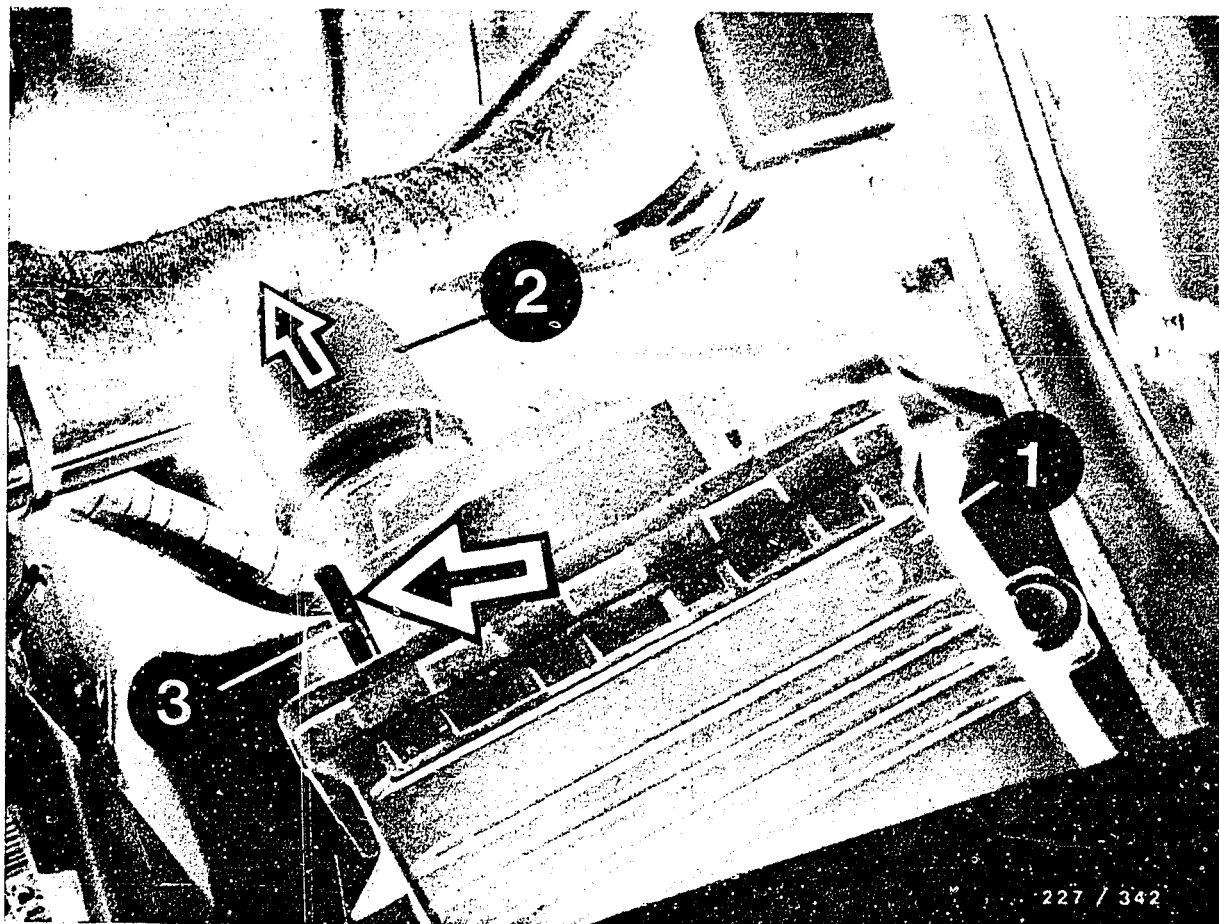


- 1 = TI trigger box
- 2 = Heat sink
- 3 = Ignition coil

3. Installation position of components

The trigger box and ignition coil are mounted on a common heat sink. See picture.





- 1 = Timing advance unit
- 2 = Timing advance unit plug
- 3 = Detent

The timing advance unit is on the wheelbox on the left-hand side in the forward direction of travel. See picture.

How to remove:

To be able to remove the plug, the timing advance unit must be removed.

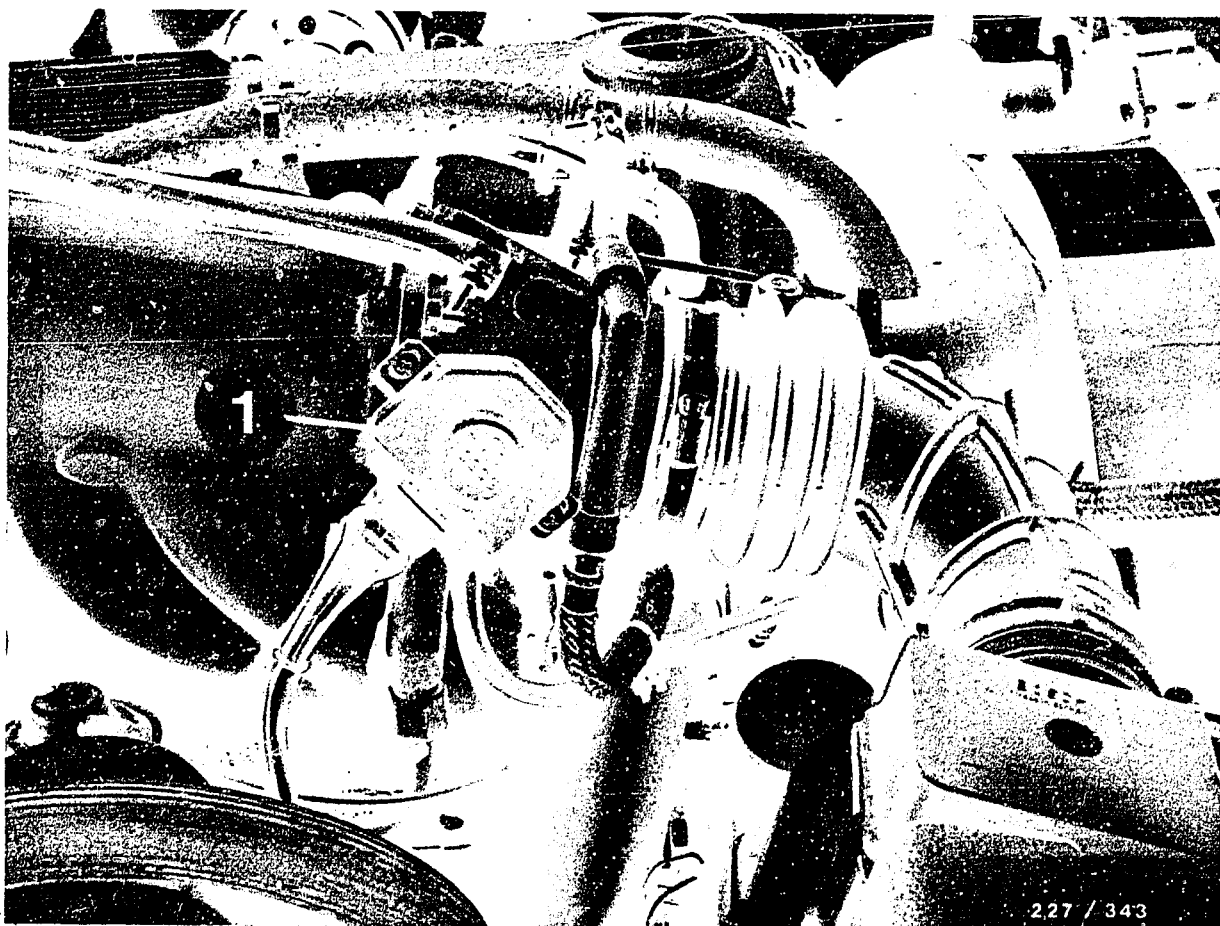
Press detent for timing advance unit plug in direction of arrow, and hinge plug in direction of arrow.

A7

Installation position of components

Opel



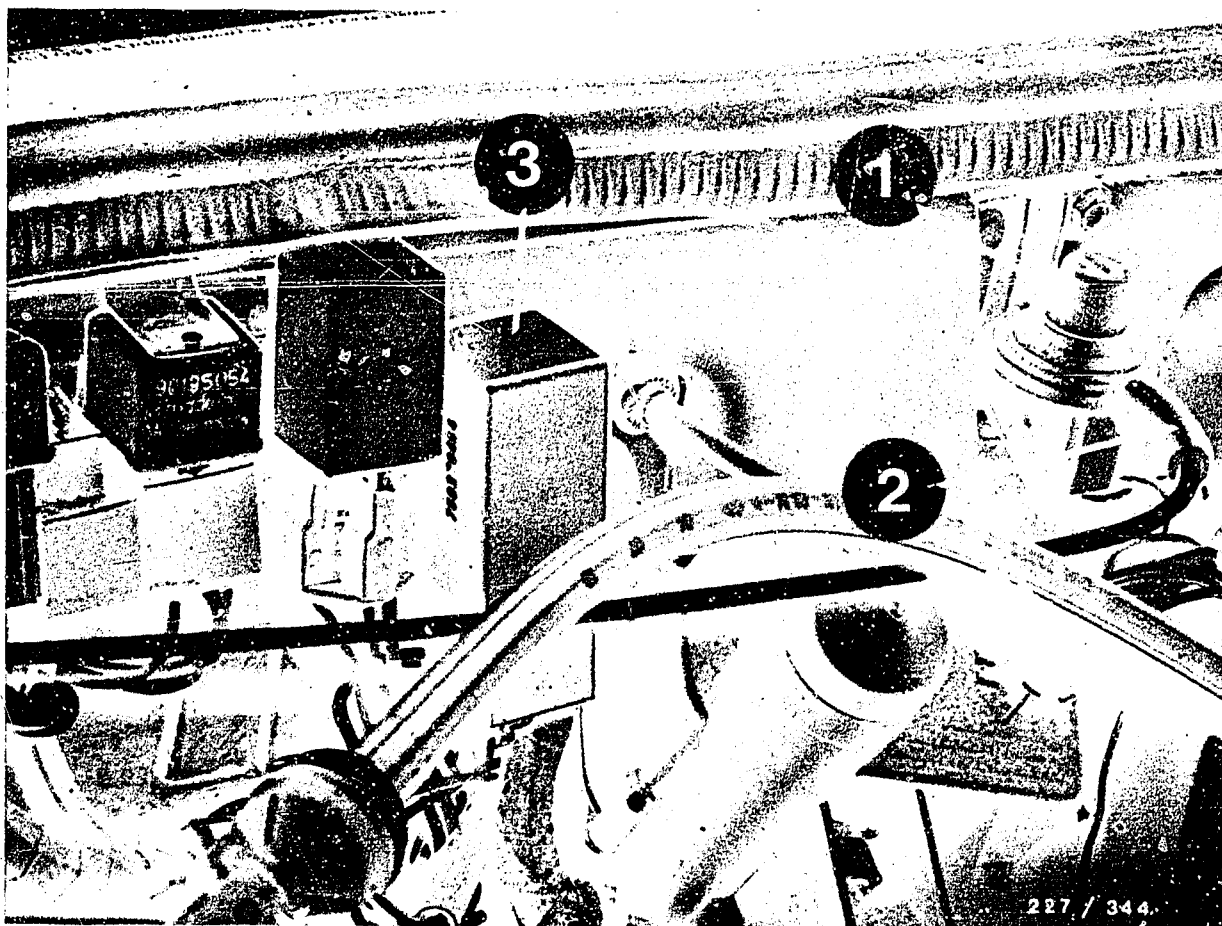


1 = Throttle-valve switch

A8

Installation position of components
Opel





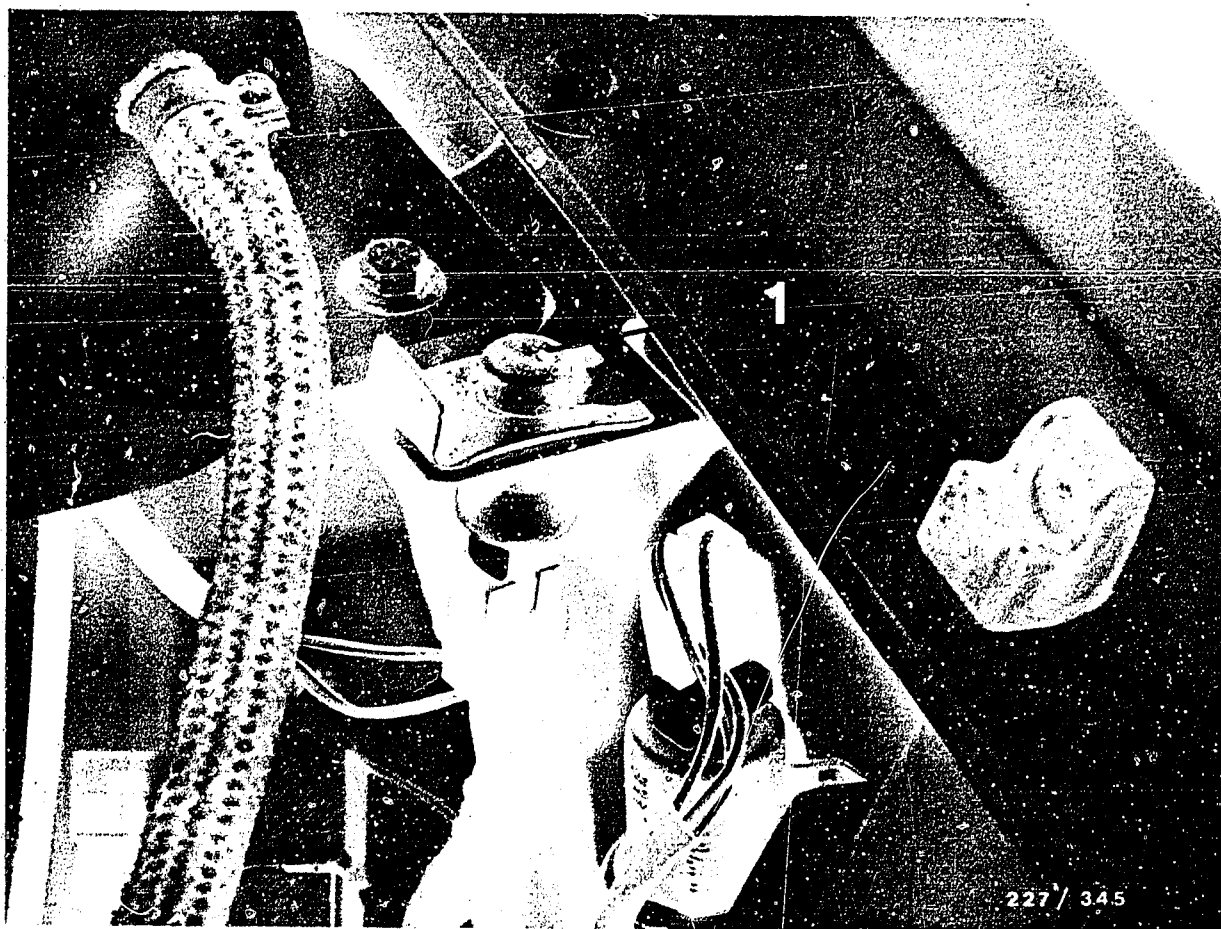
- 1 = Part-load switch
- 2 = Vacuum connection
- 3 = Control relay for L-Jetronic (version LE 2)

A9

Installation position of components

Opel





1 = Thermo-switch (air)

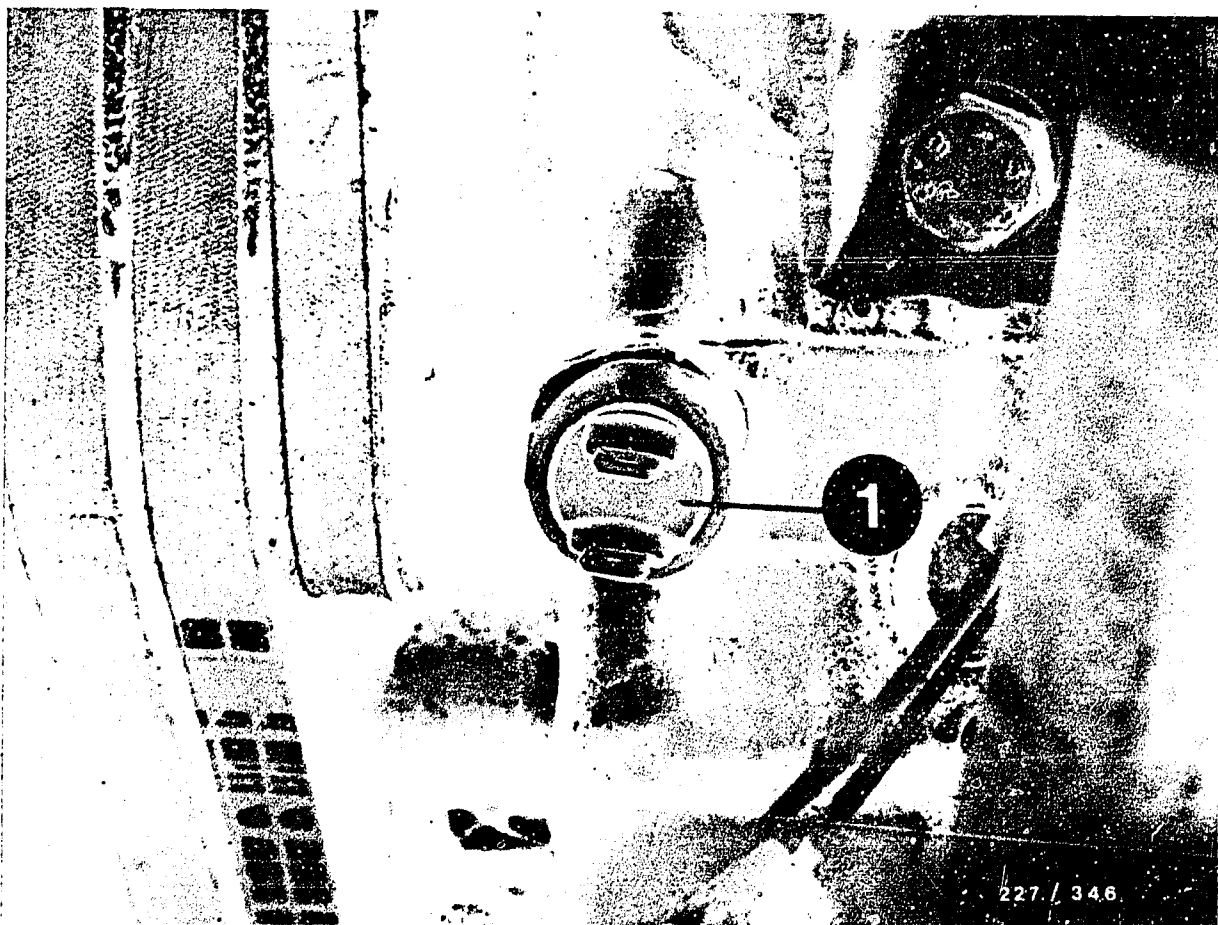
The thermo-switch is next to the coolant expansion tank. See picture.

A10

Installation position of components

Open





1 = Oil-temperature switch

The oil-temperature switch is at the front on the engine on the left-hand side in the forward direction of travel. (Near crankshaft pulley).



4. Necessary test equipment, aids

Motortester e. g.	MOT 201	0 684 000 201
Spark gap e. g. ignition coil and condenser tester or single spark gap	EFAW 106 A EF 1177/7	0 681 100 001 1 684 531 000
5 k Ω sleeve-type suppressor		0 356 500 001
Ohmmeter	ETE 014.00	0 684 101 400
or e. g.	Pontavi Wh2	commercially available
Voltmeter e. g.	ETE 014.00	0 684 101 400
Thermal conduction paste		5 942 860 003
Test prods		commercially available
Short-circuiting device (for basic ignition setting)	KDZS 000 3	
3 auxiliary cables to be user-fabricated, each consisting of approx. 90 mm cable 1.5 mm ²		6 210
2 blade receptacles e.g.		1 901 355 881
4 blade terminals e.g.		8 784 480 011



5. Danger of accident on electronic ignition systems

Increased demands of modern engines on the ignition system combined with the desire for freedom of maintenance have recently led to electronic ignition systems being fitted as standard. Usually the ignition power of electronic systems (of almost all manufacturers) is higher than that of conventional systems, and there are signs of further increases in power. Electronic ignition systems thus reach a power range which can be highly dangerous if live parts of terminals are touched (both on the primary as well as the secondary sides).

In this connection we should like to point out that the VDE regulations, in particular VDE 0104/7.67 and/or the respective national regulations must be followed when testing or working on the ignition system.

The ignition should always be switched off when working on the ignition system (switch off ignition or voltage source). Such work includes:

- Connecting of engine test equipment (timing light, dwell-tach tester, ignition oscilloscope etc.).
- Replacing parts of the ignition system (spark plug, ignition coil, ignition distributor, ignition cable etc.).



If, while testing the ignition system or during adjustment work on the engine (e. g. L-Jetronic), it becomes necessary to switch on the ignition (switch on ignition or voltage source), the above-mentioned dangerous voltages occur over the entire system.

The danger of accident exists, therefore, not only on the individual assemblies of the ignition system (e. g. ignition distributor, ignition coil, trigger box, ignition harness), but also on the wiring harness (e. g. tachometer connection, diagnostic plug), at plug-in connections and test equipment.



6. Incorrect indication of engine speed, dwell angle and ignition point

In ignition systems with trigger box 0 227 100 124 (TZ) with current limitation there may be an incorrect indication of engine speed, dwell angle and ignition point on testers.

For further details see coordinates N 8 - N 12



7. Important vehicle information

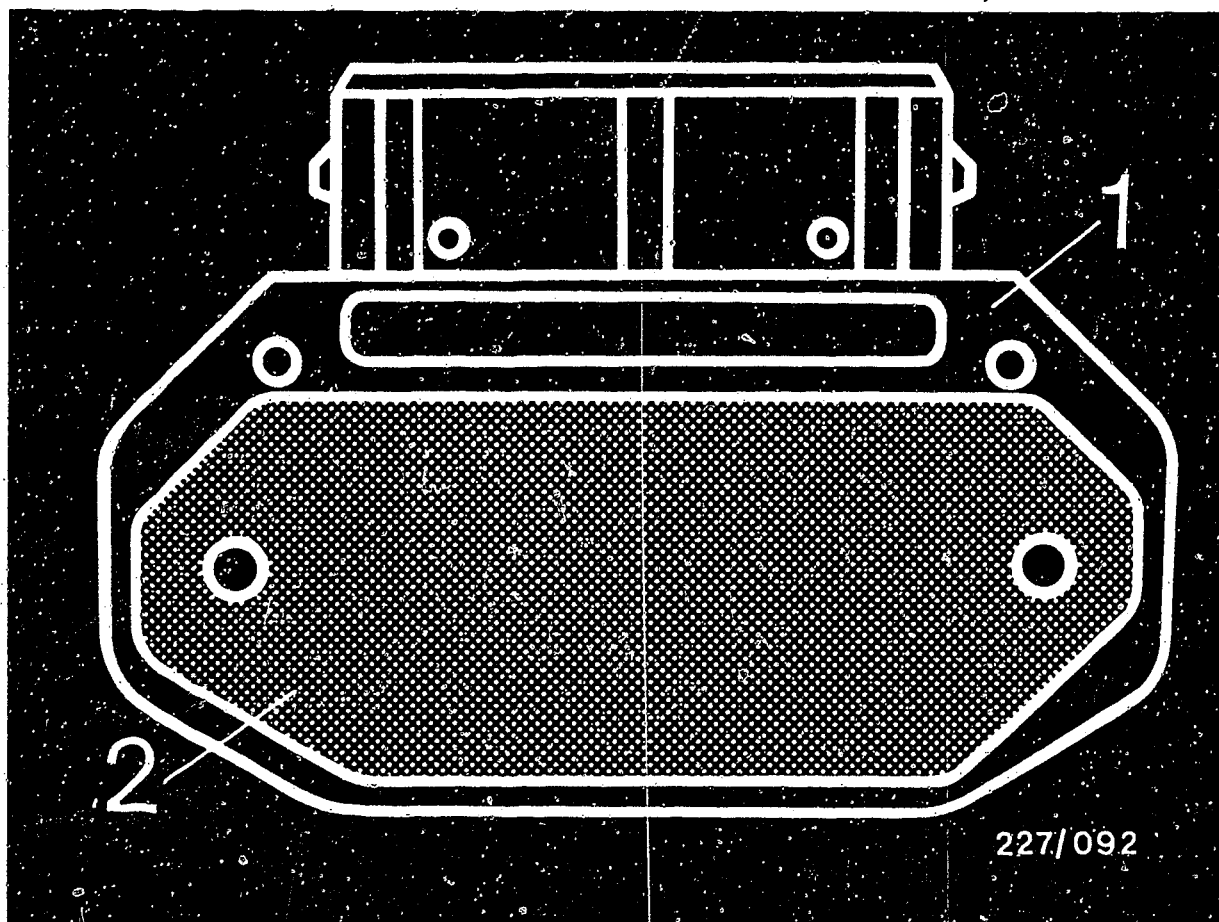
- Resistance measurements must only be performed with the ignition switched off or with the battery disconnected (measuring instrument defective).
- During the compression test, either pull off the trigger-box plug or f i r m l y connect terminal 4 of the ignition coil to ground using an extra cable (dangerous voltages, insulation damage at ignition coil, ignition distributor, ignition harness).

Note:

The extra cable must be suppressed with at least $2\text{ k } \Omega$, e. g. with sleeve-type suppressor ($5\text{ k } \Omega$) 0 356 500 001.

- The specified ignition coil (see Part No.) must not be replaced with a different ignition coil.
- No suppression capacitor must be connected to ignition coil terminal 1 and terminal 15.
- Ignition coil terminal 1 must not be brought into contact with ground as a theft-proofing measure (ignition coil will be destroyed when ignition is switched on).
- No battery + or test lamp must be connected to ignition coil terminal 1 (trigger box will be destroyed).
- Ignition cable from ignition coil terminal 4 to ignition distributor terminal 4 must not be disconnected during operation.
- There must be no arcing from ignition coil terminal 4 to ignition coil terminal 1 and 15. The magnetic pick-up assembly and trigger box may be destroyed.





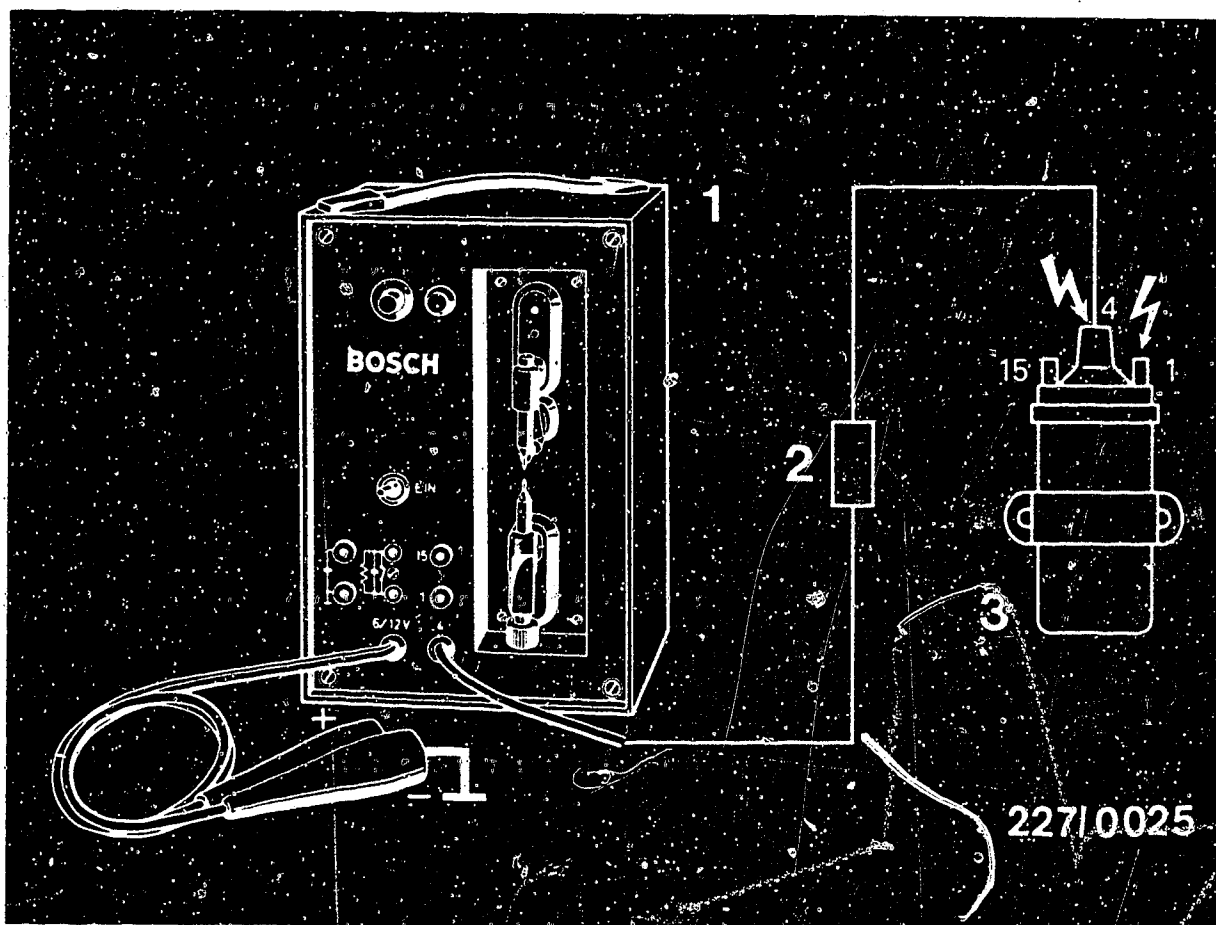
1 = Trigger box

2 = Base plate

- Before mounting the trigger box, the base plate must be coated with thermal conduction paste. Apply thermal conduction paste only with a suitable object (screwdriver, matchstick etc.)

Do not apply thermal conduction paste to painted parts.





- 1 = Spark gap
- 2 = 5 k Ω sleeve-type suppressor
- 3 = Ignition coil

⚡ = dangerous voltages (400 V - 25 kV)

- In order to prevent the trigger box from being irreparably damaged, when using a spark gap, an interference-suppression resistor of at least 2 k Ω must be connected between the spark gap and ignition coil terminal 4, e. g. sleeve-type suppressor (5 k Ω) 0 356 500 001.

A20

Important vehicle information

Opel



- In order to prevent the trigger box from being irreparably damaged, the secondary side of the ignition system must have at least 2 k Ω interference suppression whereby the original distributor rotor with 1 k Ω interference-suppression resistor must be fitted (even in the case of radio and spark interference suppression do not use a 5 k Ω distributor rotor).
- No external voltage, e. g. ohmmeter, must be connected to the ignition distributor magnetic pickup assembly (Hall generator).
Caution when switching over measuring ranges.
- Lead from Hall generator to timing advance unit and from timing advance unit to trigger box must be shielded (malfunction of timing advance unit and trigger box).
- The holding springs of the distributor cap must not drop into the pickup system when the engine is being cranked and with the dust-protection cover removed.
- Arcing or breakdown of insulation at the distributor cap (poor insulation) may lead to the destruction of the magnetic pickup assembly and trigger box.
- Do not disconnect battery with engine running.
- Incorrect battery polarity will lead to the destruction of the magnetic pickup assembly of the ignition distributor, trigger box and ignition coil as well as ignition timing unit.
- Do not use a starting aid with more than 16 V or a fast charger for starting.



8. Trouble-shooting

8.1 How to use the trouble-shooting chart

The trouble-shooting chart starting on Coordinate B 3 contains customer complaint (fault symptom), cause of trouble, test instructions and coordinate references.

The possible cause of the fault should be selected from the trouble-shooting chart in accordance with the customer complaint. (fault symptom).

If the cause of the fault is not clear, start testing with the detailed, self-contained trouble-shooting program beginning on Coordinate B 9.

If the cause of the fault is clear from the trouble-shooting chart, direct trouble-shooting is possible by going to the stated coordinate without having to perform the entire trouble-shooting program for each fault.

If there is no coordinate reference, trouble-shooting must be performed in accordance with the "Test instructions" column.

8.2 Procedure - trouble-shooting program

The trouble-shooting program starting on Coordinate B 9 is divided into 3 rows of boxes.

The left-hand row contains test instructions and test specifications.

The center row contains repair instructions.

The right-hand row contains the illustrations/terminal diagrams belonging to the text and the explanations of the items in the picture.

If the questions asked in the left-hand row can be answered conclusively with "yes", then proceed to the next test down.

If the answer to the question is "no", branch to the center row and carry out the tests given there.

8.3 Before testing, make sure of the following:

Battery fully charged, fuel system O.K., engine mechanically O.K. (e. g. compression, valve clearance etc.). Ambient temperature/ignition system temperature 0° to 100° C (temperature has a considerable effect on measured values).

B1

Trouble-shooting
Opel

**B2**

Trouble-shooting
Opel



8.4 Trouble-shooting chart

Customer complaint (fault symptom)

1. Starting motor operates, but engine fails to start
2. Rough idling
3. Poor throttle response
4. Engine lacks power
5. Misfiring
6. Fuel consumption too high
7. Engine pings when accelerating
8. Backfiring
9. Engine becomes too hot

									Cause of fault	Test instructions	Coordinate
•	•	•	•	•	•	•	•	•	Unclear	Perform detailed trouble-shooting	B 9
•	•	•	•	•	•			•	Spark plugs defective	Assessment by means of ignition oscilloscope or visual examination of spark plug when removed	----
•	•	•	•	•					Shunt on secondary side	Assessment of ignition oil, ignition distributor, ignition harness and spark plug by means of ignition oscilloscope or visual examination	----
•	•	•	•	•					Open circuit on secondary side	Assessment of ignition coil, ignition distributor, ignition harness and spark plug by means of ignition oscilloscope, or continuity test with ohmmeter	----
•									Open circuit on primary side	--	D 1
•	•	•	•	•					Ignition coil defective	-	B 11
		•	•	•	•				Interference-suppression resistors defective	Assessment by means of ignition oscilloscope or resistance measurement	----

B3

Trouble-shooting chart

Open



B4

Trouble-shooting chart

Open



Trouble-shooting chart (continued)

Customer complaint (fault symptom)

1. Starting motor operates, but engine fails to start

2. Rough idling

3. Poor throttle response

4. Engine lacks power

5. Misfiring

6. Fuel consumption too high

7. Engine pings when accelerating

8. Backfiring

9. Engine becomes too hot

									<u>Cause of fault</u>	<u>Test instructions</u>	<u>Coordinate</u>
•	•	•	•	•	•	•	•	•	Basic ignition setting incorrect	-----	B 17
		•	•		•	•			Vacuum advance incorrect	See Autodata test specifications	----
			•		•				Control line for characteristic-curve energization defective	-----	B 19
	•		•		•				Part-load switch defective	-----	B 23
	•		•		•				Thermo-switch (air) defective	-----	C 1
	•		•		•				Oil-temperature switch defective	-----	C 3
	•		•			•			Throttle-valve switch defective	-----	C 5

B5

Trouble-shooting chart
Opel



B6

Trouble-shooting chart
Opel



Trouble-shooting chart (continued)

Customer complaint (fault symptom)

1. Starting motor operates, engine fails to start								
2. Rough idling								
3. Poor throttle response (flat spot during acceleration)								
4. Insufficient engine power								
5. Misfiring								
6. Fuel consumption too high								
7. Engine pings when accelerating								
8. Backfiring								
9. Engine overheats								

B7

Trouble-shooting chart

Opel



B8

Trouble-shooting chart

Opel



8.5 Trouble-shooting program

Test primary signal. If no oscilloscope or tachometer available, check whether ignition spark across spark gap.

Primary signal testing with oscilloscope

Connect oscilloscope to ignition coil as per operating instructions.

Start engine.

Oscilloscope must indicate a primary voltage (of any value).

Primary signal testing with tachometer

Connect tachometer to ignition coil as per operating instructions.

Start engine.

Tachometer must indicate a reading (of any value).

Ignition spark testing with spark gap

Remove H.T. ignition cable terminal 4 from ignition coil.

Connect spark gap including sleeve-type suppressor

(5 k Ω) to ignition coil.

Adjust spark gap to 5 mm.

Start engine.

There must be sparks across the spark gap.

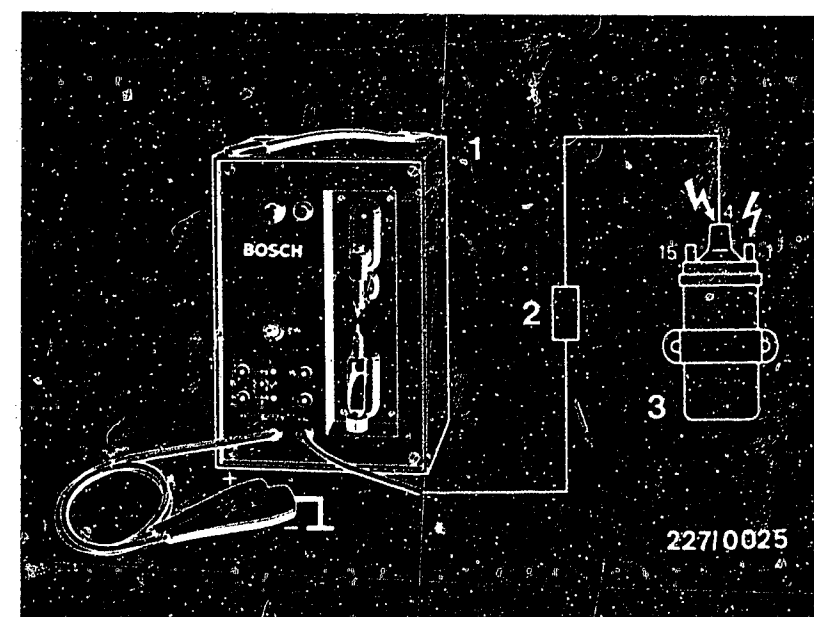
Primary signal present or ignition sparks across spark gap?

yes

Continued on B11/B12

If no primary signal or no ignition spark, continue testing at D 1.

Tests from B11 onwards not necessary.



- 1 = Spark gap
- 2 = 5 k Ω sleeve-type suppressor
- 3 = ignition coil

⚡ = dangerous voltages
(400 V - 25 kV)

B9

Trouble-shooting program

Opel

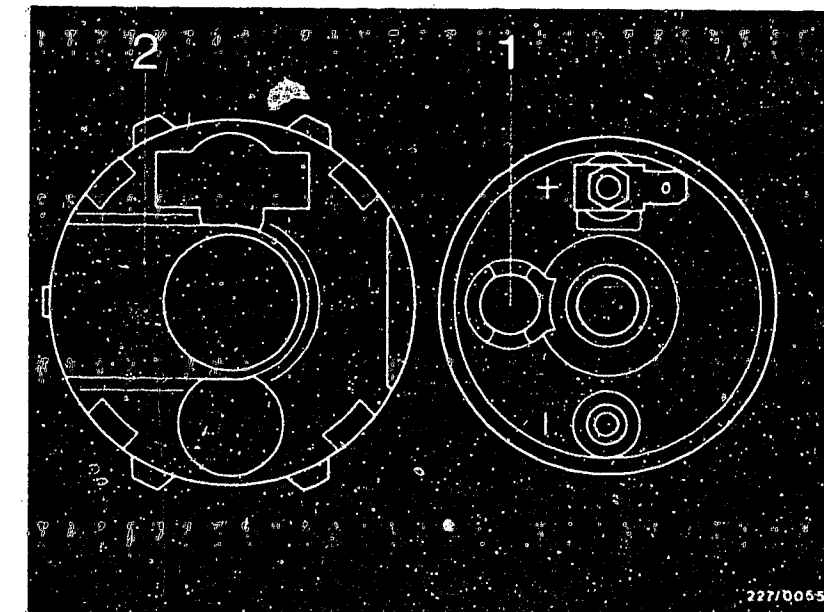
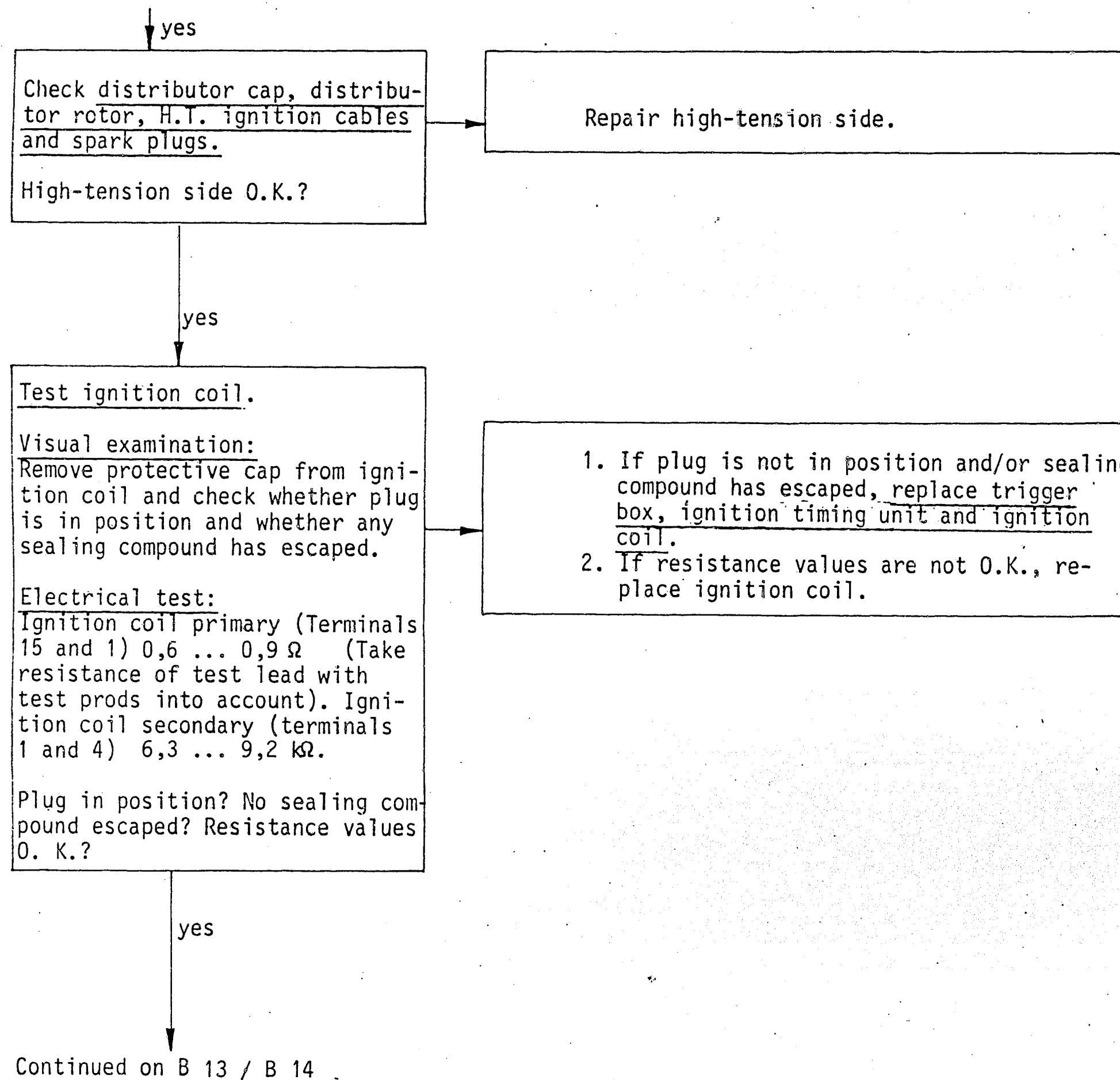


B10

Trouble-shooting program

Opel





1 = Plug
2 = Protective cap

B 11

Trouble-shooting program

Open

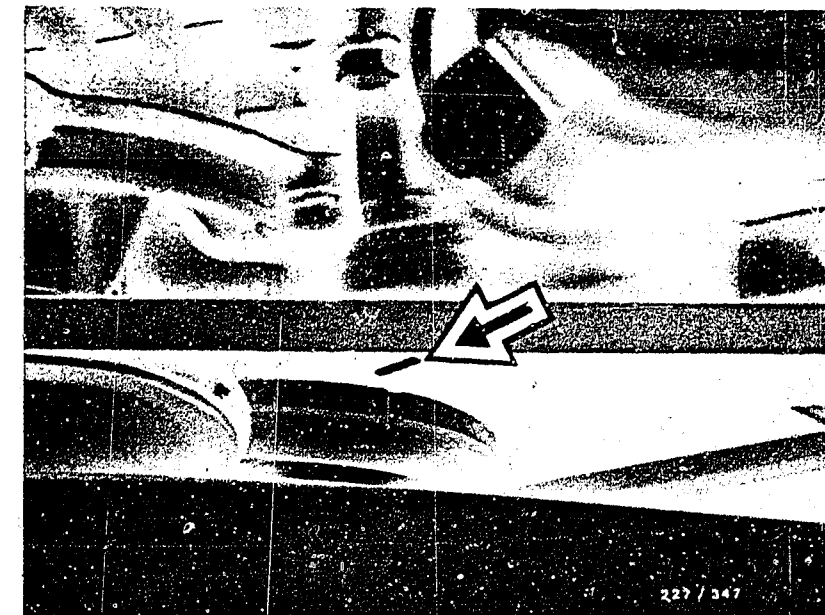
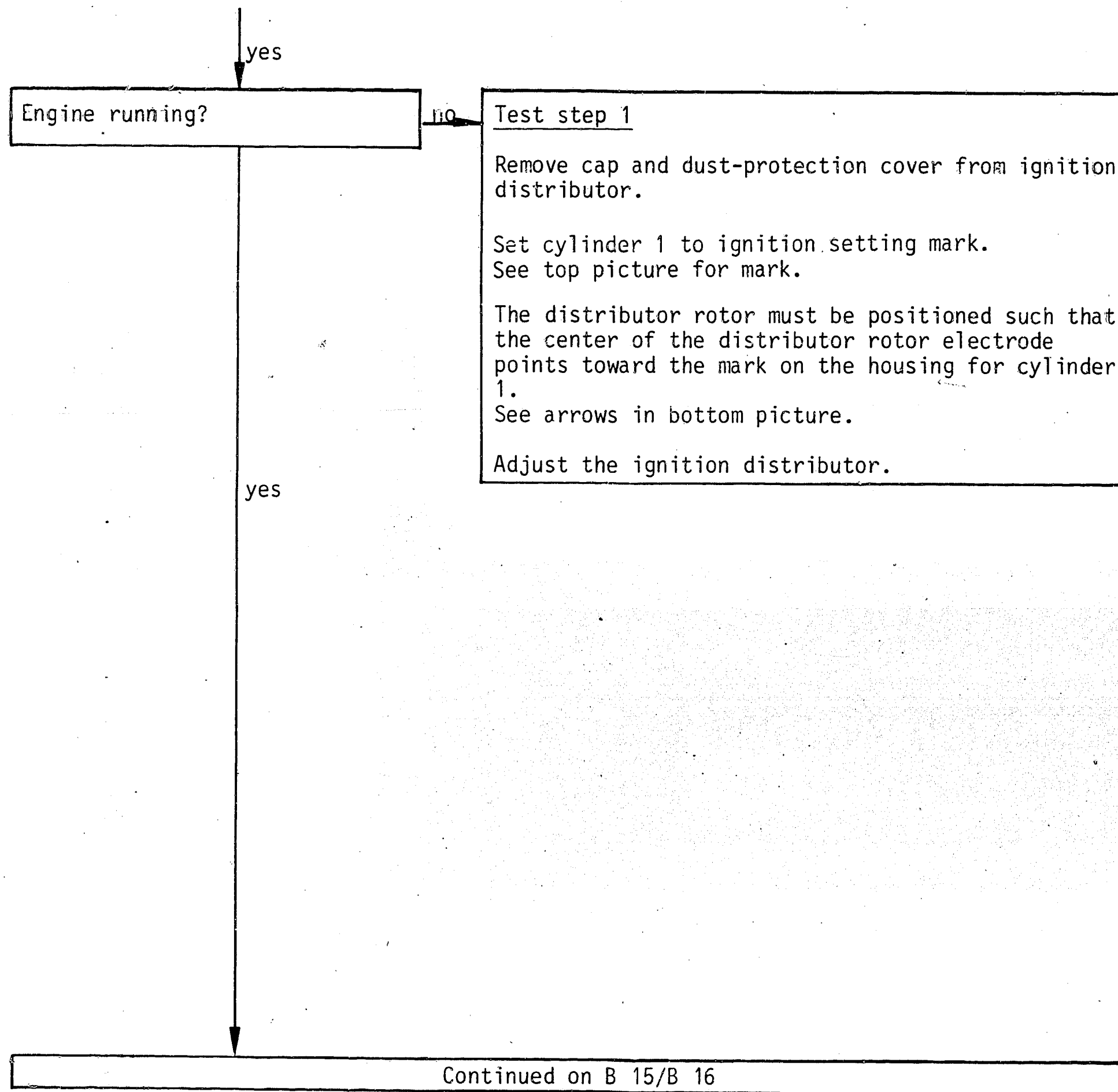


B 12

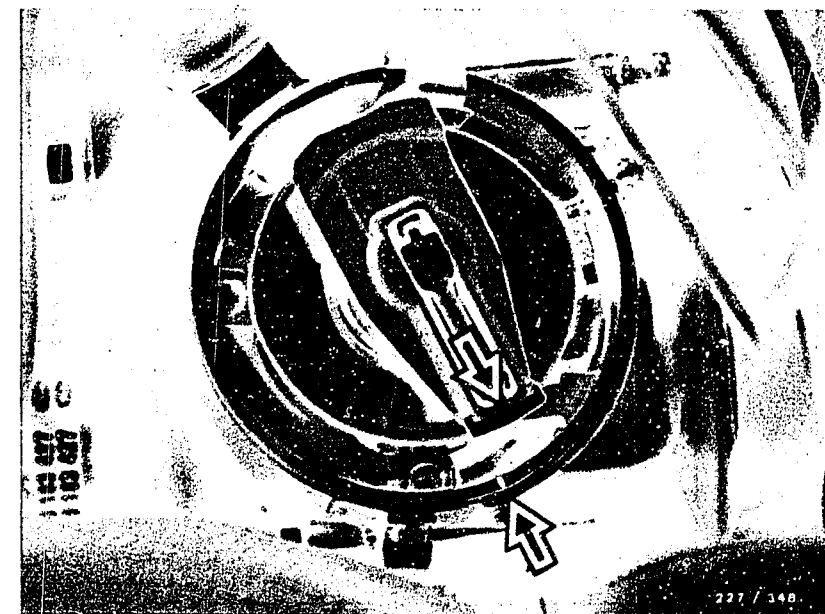
Trouble-shooting program

Open





Ignition timing mark (10° BTDC)



Continued

Test step 2

Disconnect negative and positive cables from battery. Remove windshield washer bottle. Disconnect trigger-box plug. Switch on ignition.

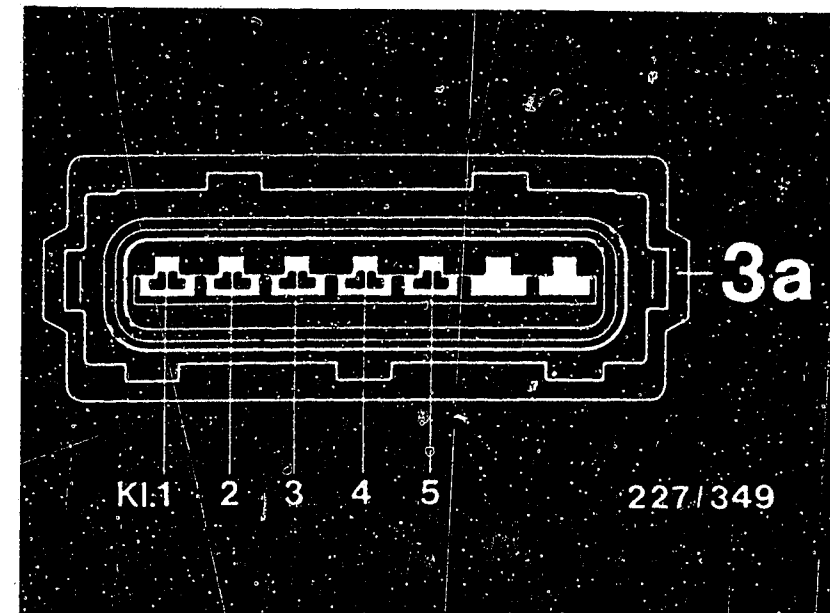
1. Check for contact resistance in cables from positive battery terminal to trigger-box plug term. 4 including cables from negative battery terminal to trigger-box plug term. 2. Total contact resistance max. 0.3Ω (take resistance of test lead with test prods into account). Eliminate contact resistance.
2. Check for contact resistance in cables from positive battery terminal to ignition coil term. 15 as well as in cable from ignition coil term. 1 to trigger-box plug term. 1. Total contact resistance max. 0.3Ω (take resistance of test lead with test prods into account). Eliminate contact resistance.

If test steps 1 and 2 O.K., replace trigger box.

Yes

Continued on B 17/B 18

3a = Trigger-box plug



B 15

Trouble-shooting program
Opel



B 16

Trouble-shooting program
Opel



Yes

Test basic ignition setting

(If engine-speed reading clearly incorrect on testers, connect in series resistor).

Bring engine up to operating temperature (engine oil $> 60^{\circ}\text{C}$).

Switch off loads (lights etc).

Disconnect plug from throttle-valve switch and connect short-circuiting device KDZS 0003 to disconnected plug. See top picture. Disconnect hose from ignition distributor vacuum unit.

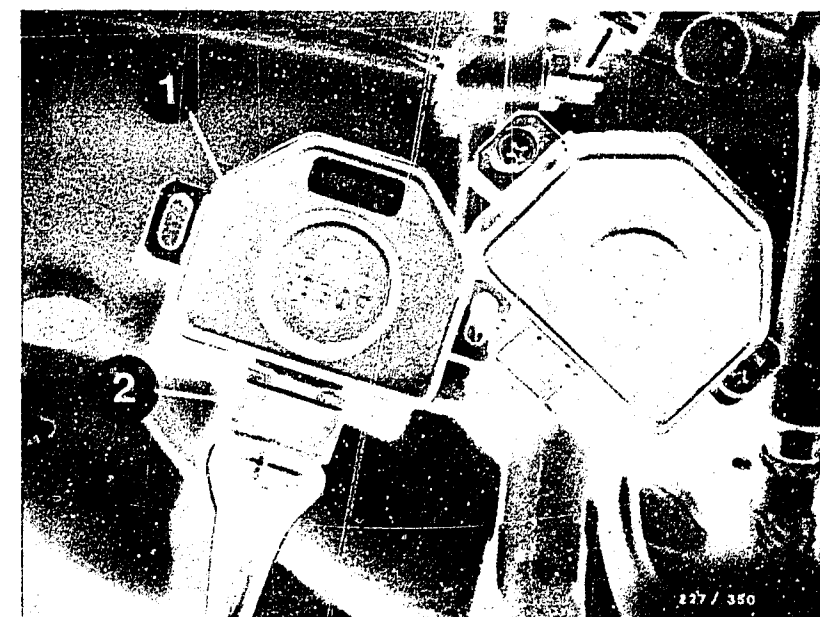
Let engine idle.

Flash timing light at ignition marks. Mark on crankshaft pulley must align with bar on timing case. Mark corresponds to 10° crankshaft before TDC. See arrow, bottom picture.

Check: Operate engine at approx. 2000 min^{-1} . Ignition marks must still align. Basic ignition setting O.K.?

No

Loosen ignition distributor mounting and turn ignition distributor until marks align (10° BTDC).

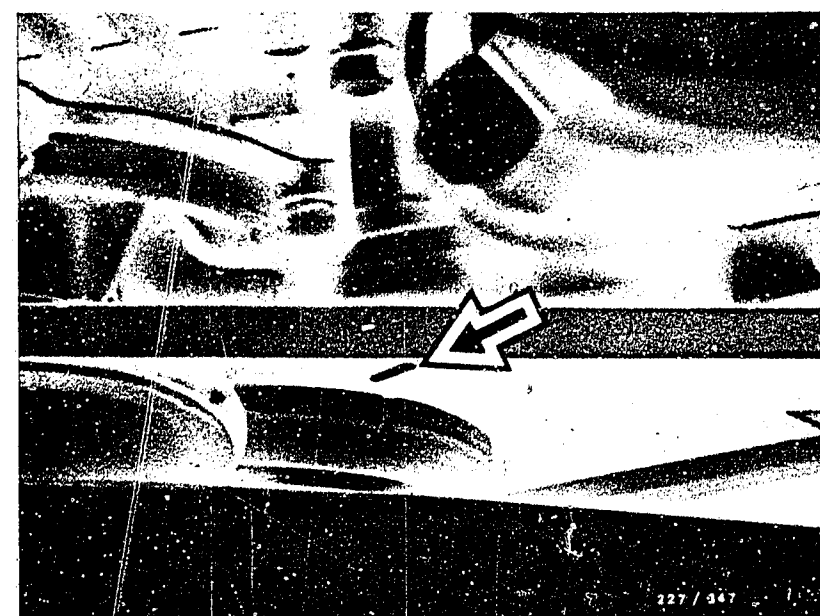


1 = Short-circuiting device
KDZS 0003

2 = Throttle-valve switch plug

Yes

Continued on B19/B20



B17

Trouble-shooting program

Opel



B18

Trouble-shooting program

Opel



Yes

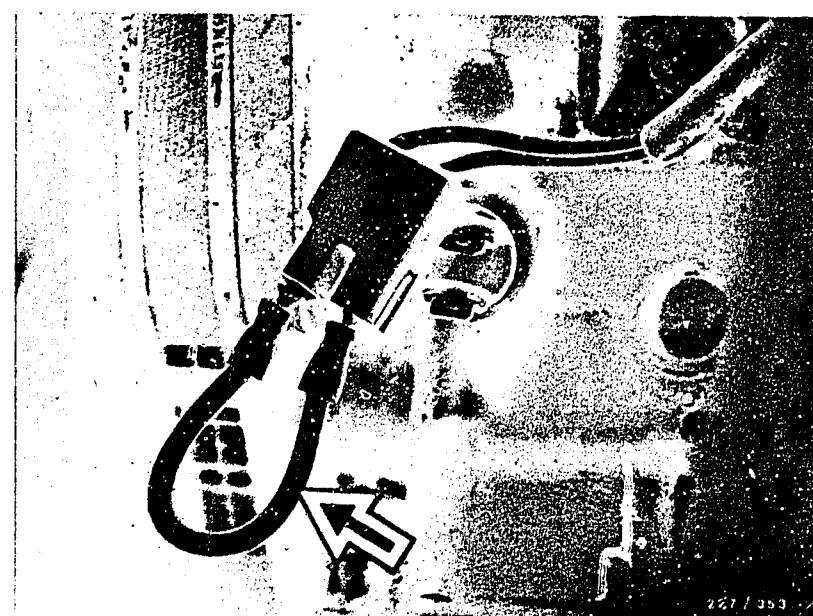
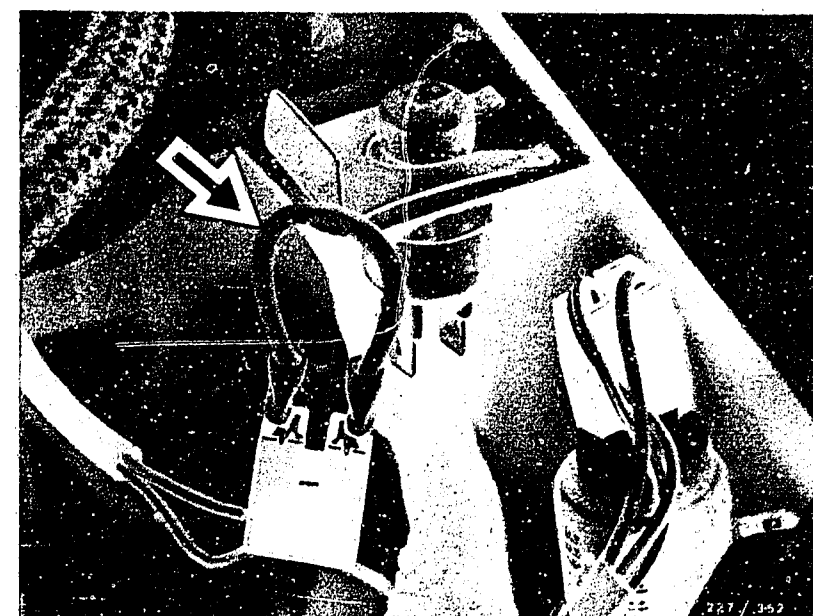
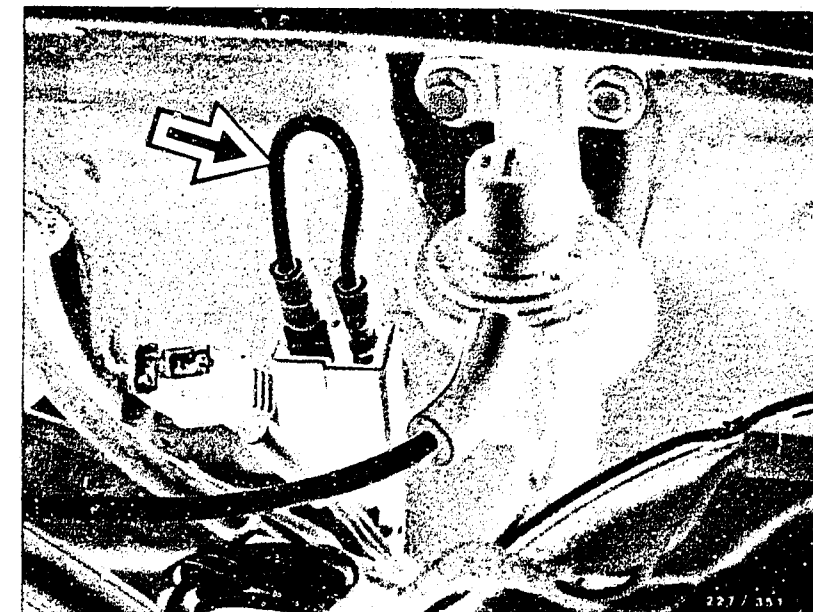
Disconnect short-circuiting device KDZS 0003 from throttle-valve switch plug. Connect plug to throttle-valve switch.

Yes

Test control line for characteristic-curve energization.
Disconnect part-load switch plug and bridge both terminals with auxiliary cable. See top picture.
Disconnect thermo-switch plug and bridge both terminals with auxiliary cable. See arrow, center picture.
Disconnect oil-temperature switch plug and bridge both terminals with auxiliary cable. See arrow, bottom picture.

Yes

Continued on B21/B22



B 19

Trouble-shooting program

Opel



B 20

Trouble-shooting program

Opel



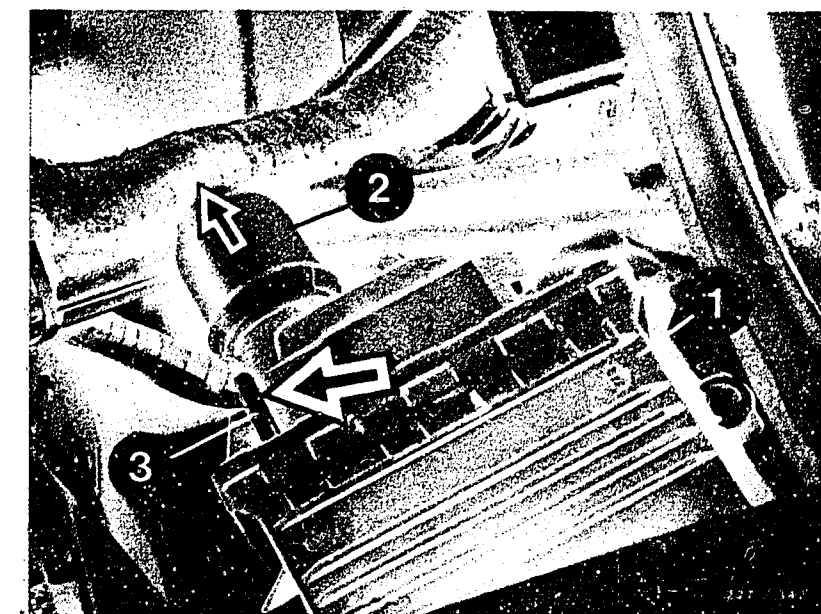
Yes

Remove timing advance unit and disconnect timing advance unit plug. See arrow in top picture. Connect voltmeter to timing advance unit plug term. 3 (+) and term. 7 (-). Switch on ignition. Voltmeter must indicate approx. battery voltage. Voltage correct?

No

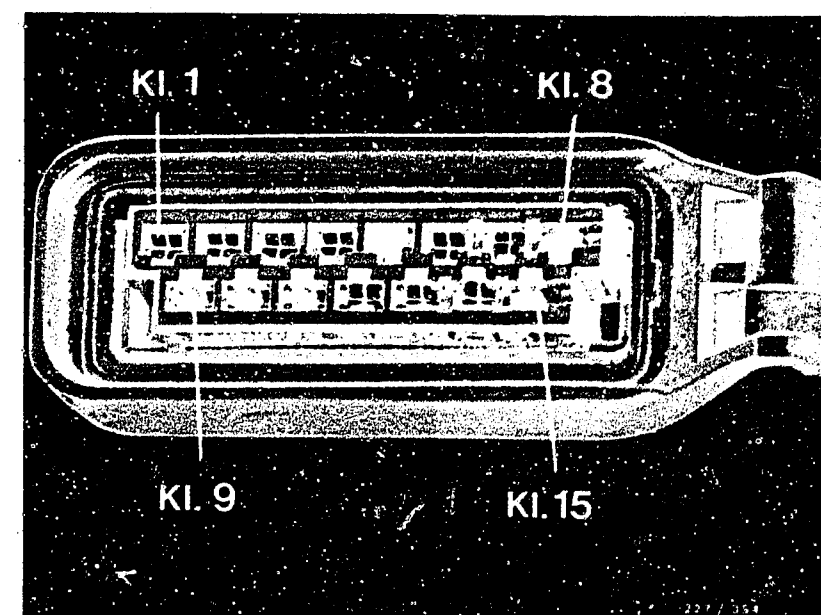
Test for open circuit in lead from timing advance unit plug term. 7 to part-load switch plug through thermo-switch plug to oil-temperature switch plug including ground connection. Eliminate open circuit.

Yes



- 1 = Timing advance unit
- 2 = Timing advance unit plug
- 3 = Detent

Timing advance unit plug



Continued on B23/B24

B21

Trouble-shooting program

Open



B22

Trouble-shooting program

Open



Yes

Test part-load switch

Part-load switch plug is disconnected. Disconnect vacuum hose from part-load switch and connect vacuum pump to part-load switch. See picture. Connect ohmmeter with test prods to both terminals of part-load switch. Ohmmeter shows following readings at:

< approx. 90 mbar = infinity (∞)
(switch open)

> approx. 90 mbar = approx. 0 Ω
(switch closed)

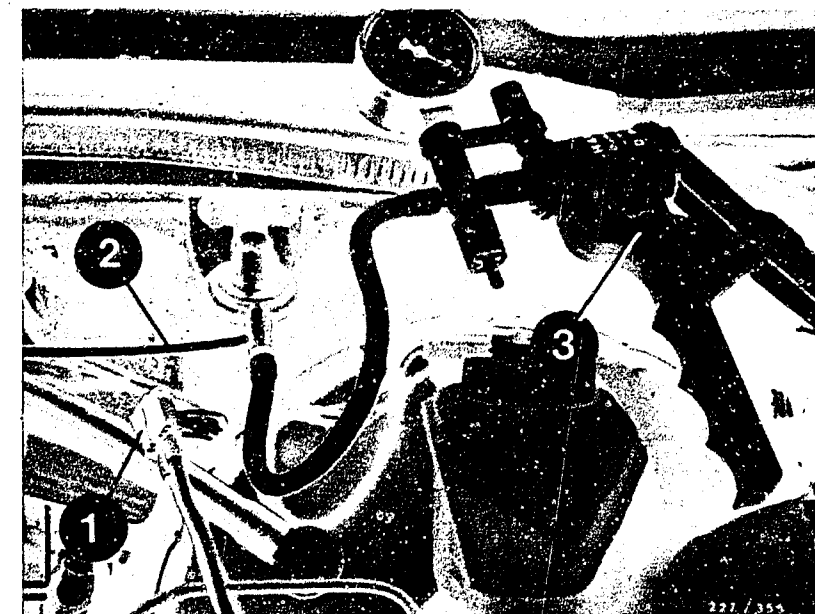
Test both functions.

Resistance values O.K.?

No

Replace part-load switch.

Yes



- 1 = Part-load switch plug
- 2 = Vacuum hose
- 3 = Vacuum pump

Continued on C1/C2

B23

Trouble-shooting program

Opel



B24

Trouble-shooting program

Opel



Yes

Test thermo-switch (air).

Thermo-switch plug is disconnected.
Connect ohmmeter with test prods to
both terminals of thermo-switch.

See picture.

Ohmmeter shows following readings
at:

> approx. 17°C = approx. 0 Ω
(switch closed)

< approx. 17°C = infinity (∞)
(switch open)

Resistance value O.K.?

No

Replace thermo-switch.



Yes

Continued on C3/C4

C1

Trouble-shooting program

Opel



C2

Trouble-shooting program

Opel



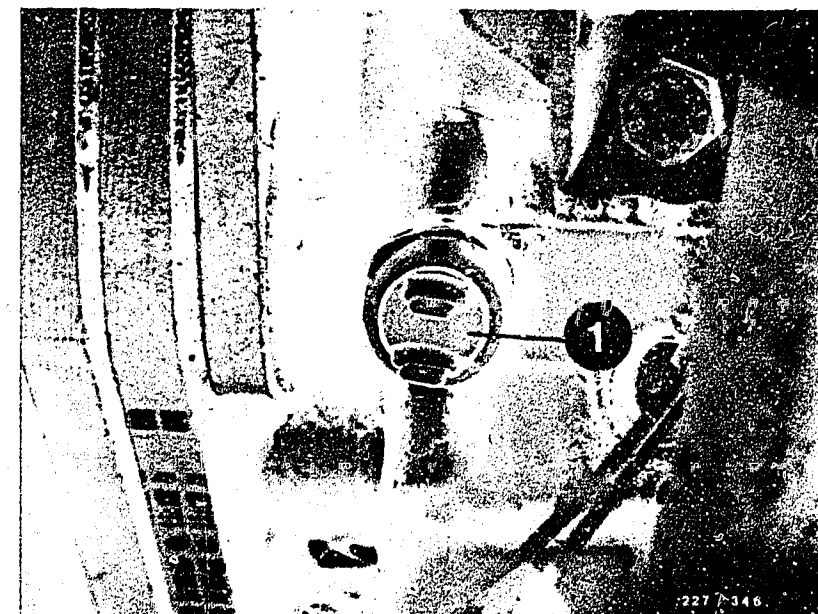
Yes

Test oil-temperature switch
Oil-temperature switch plug is disconnected.
Connect ohmmeter with test prods to both terminals of oil-temperature switch. See picture.
Ohmmeter shows following readings at:
< approx. 65°C = approx. 0 Ω
(switch closed)
> approx. 65° = infinity (∞)
(switch open)

Resistance value O.K.?

No

Replace oil-temperature switch.



Yes

Continued on C5/C6

C3

Trouble-shooting program

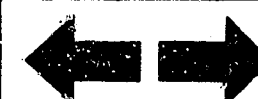
Open



C4

Trouble-shooting program

Open



Yes

Test throttle-valve switch
1. Remove timing advance unit. Disconnect plug. Connect voltmeter to disconnected timing advance unit plug term. 6 (+) and term. 1 (-). (Throttle valve is in idle position). Briefly crank engine. Voltmeter must indicate approx. battery voltage.
2. Connect voltmeter to disconnected timing advance unit plug term. 14 (+) and term. 1 (-). Fully open throttle valve. Briefly crank engine. Voltmeter must indicate approx. battery voltage. Voltage in points 1 and 2 O.K.?

No

1. Disconnect throttle-valve switch plug. Connect ohmmeter to throttle-valve switch term. 2 and term. 18.

Throttle valve is closed
Resistance value approx. 0 Ω

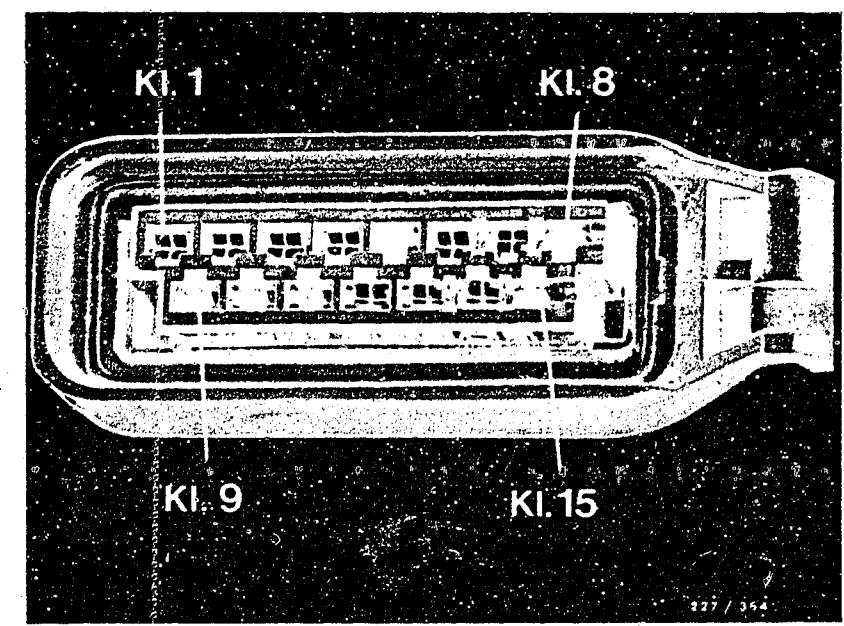
If resistance ∞ (infinity), first of all adjust throttle-valve switch. To do this, slightly loosen fastening screws. Turn throttle-valve switch until idle contact (microswitch) can be heard to click (reading 0 Ω). If resistance is still ∞ , then replace throttle-valve switch.

Checking the adjustment:
Slightly move throttle linkage (slightly open throttle valve).

The idle contact must be heard to click (reading ∞ Ω).

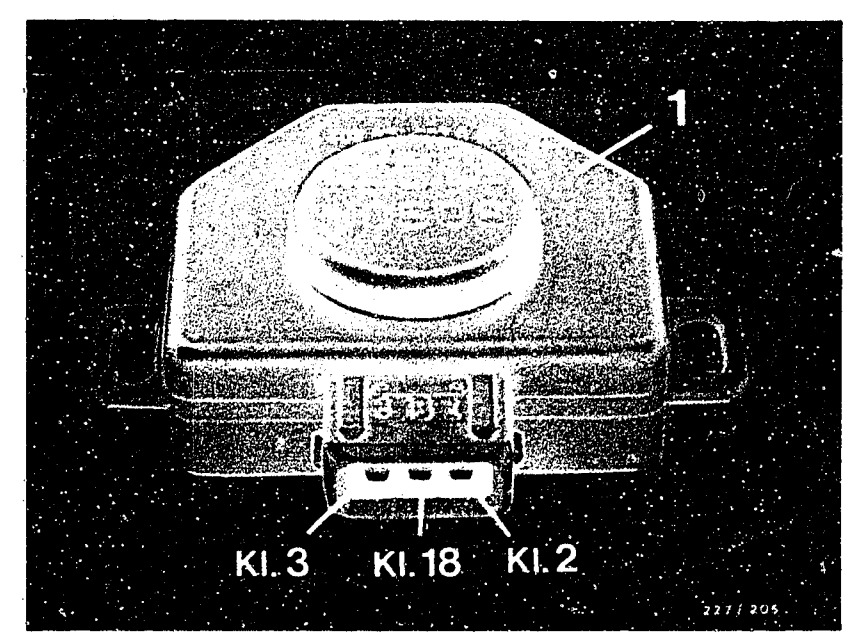
Yes

Continued on C7/C8



Timing advance unit plug

1 = Throttle-valve switch



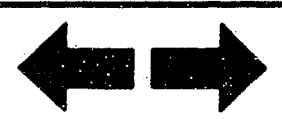
C5

Trouble-shooting program
Opel



C6

Trouble-shooting program
Opel



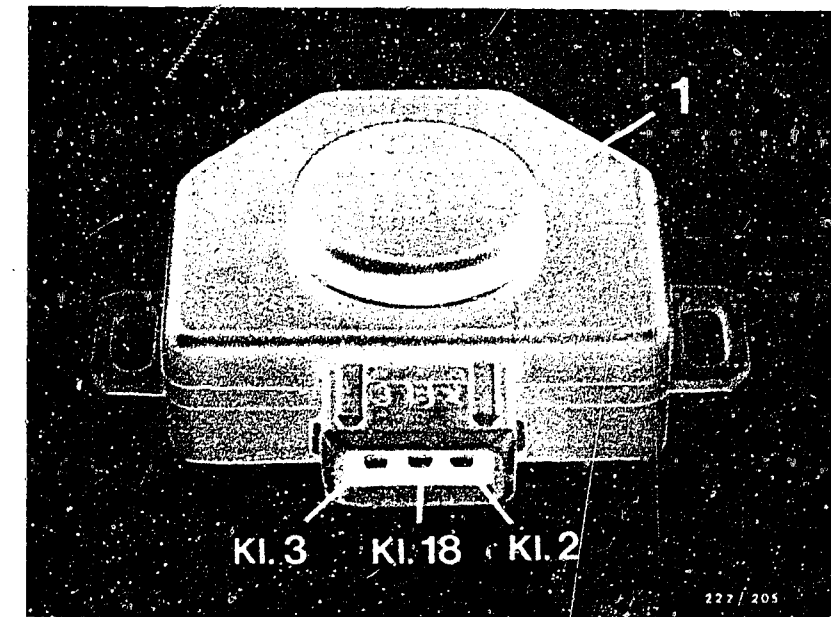
Continued

3. Connect ohmmeter to throttle-valve switch
term, 3 and term.18

Open throttle valve fully

Resistance approx. 0Ω

If resistance infinity (∞), replace throttle-
valve switch.



1 = Throttle-valve switch

Yes

Continued on C 9/C 10

C7

Trouble-shooting program
Opel



C8

Trouble-shooting program
Opel

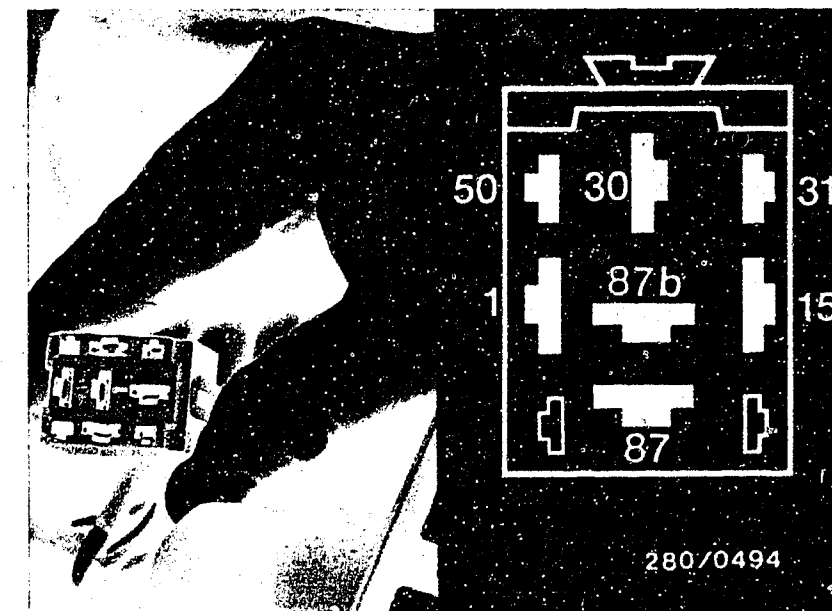
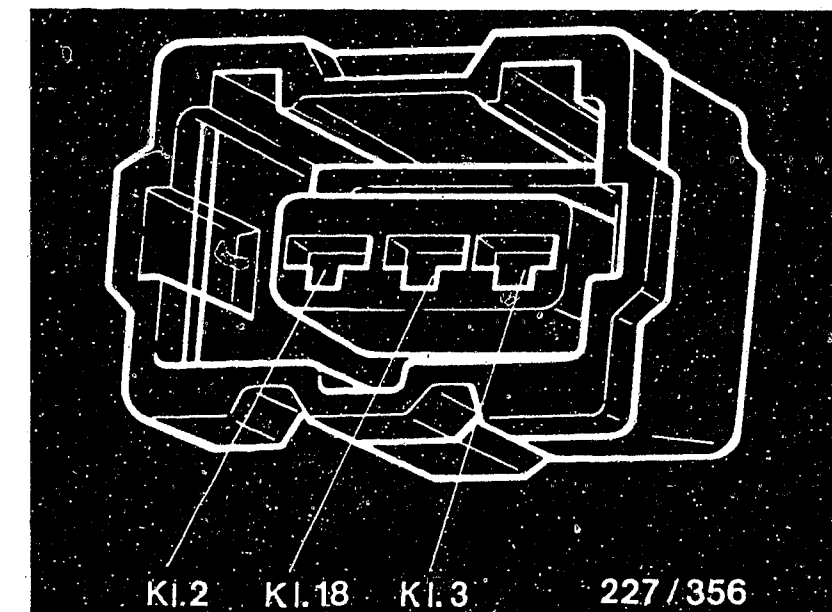
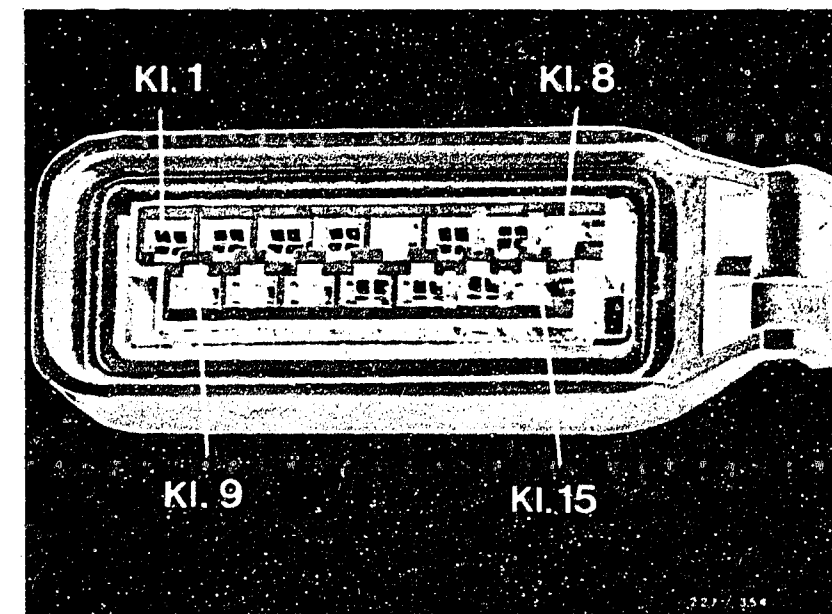


Continued

If approx. 0 Ω was measured in test steps 1 and 2, then test for open circuit in lead connection from timing advance unit plug term. 6 and term. 14 (see top picture) to throttle-valve switch plug term. 2 and term. 3 (see center picture) and in lead from throttle-valve switch plug term. 18 to L-Jetronic control-relay plug term. 87 (see bottom picture). Eliminate open circuit.

Yes

Continued on C11/C12



C9

Trouble-shooting program

Opel

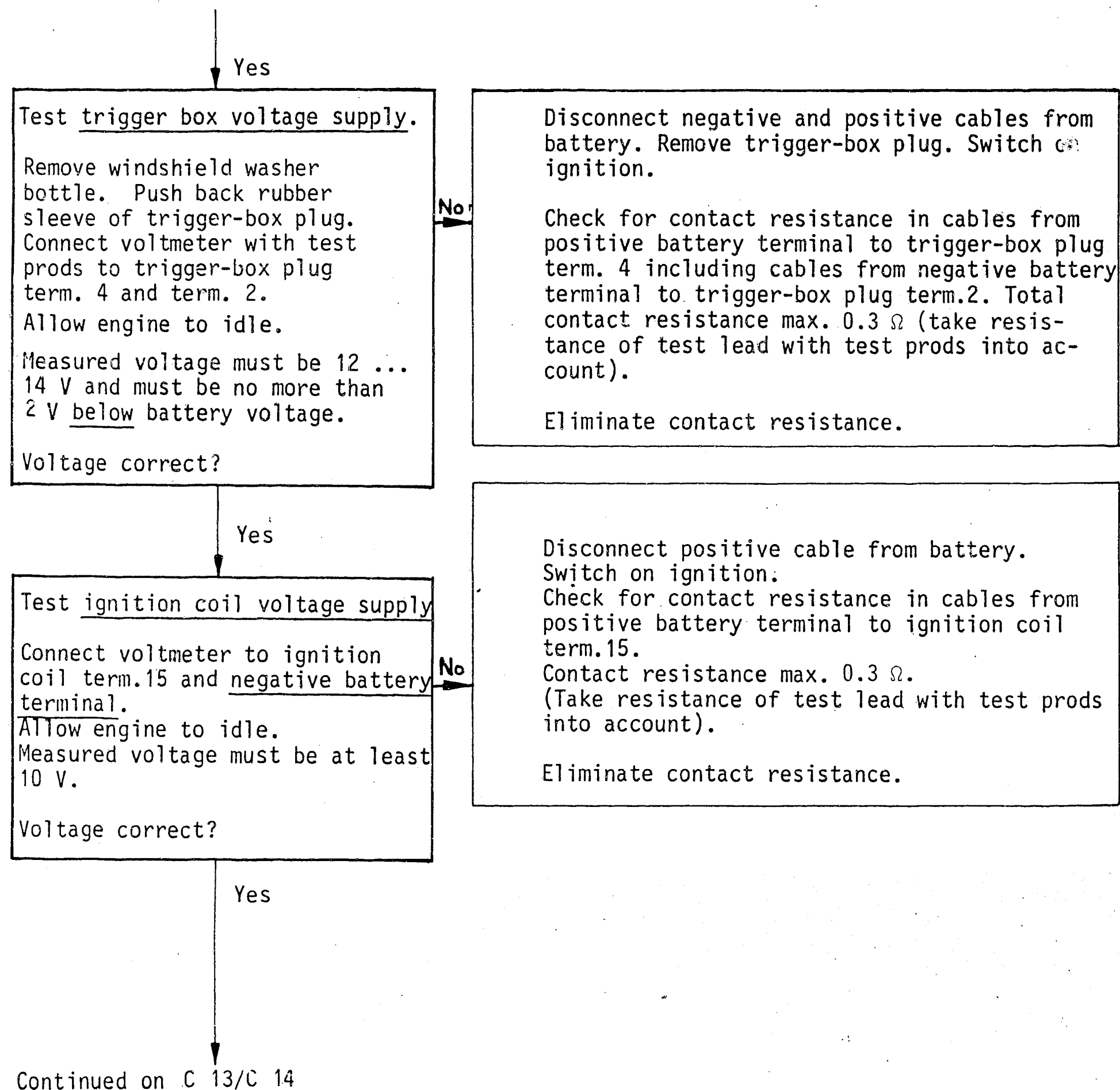


C10

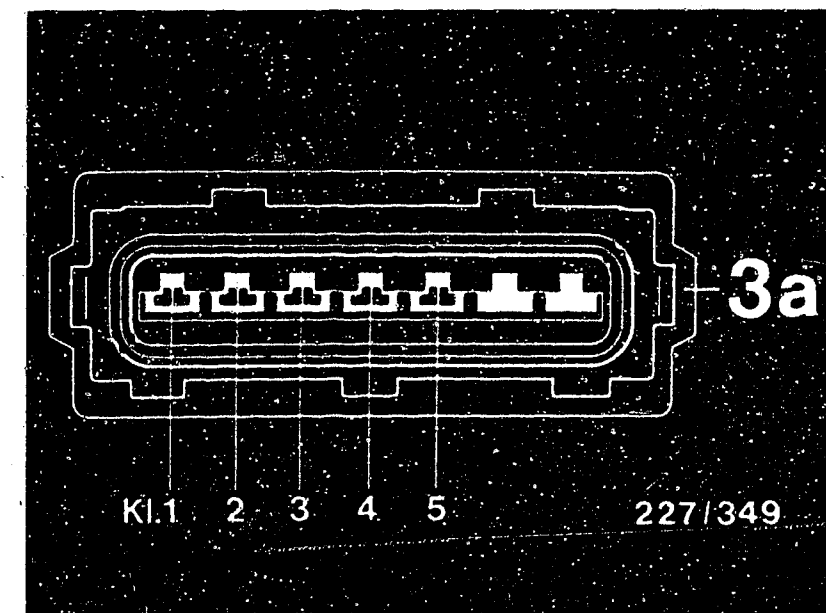
Trouble-shooting program

Opel





3a = Trigger-box plug



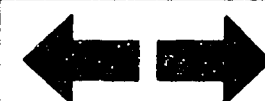
C11

Trouble-shooting program
Opel



C12

Trouble-shooting program
Opel



Yes

Ignition system O.K.

Test completed

Tests starting at D 1 no longer
necessary.

Note:

If customer complaint is not
yet remedied, then check for
further possible faults in the
fuel system, or engine not
mechanically O.K.



No primary signal/no ignition spark
(Continued from B 9/B 10).

Yes

Test trigger-box voltage supply.
Remove windshield washer bottle. Dis-
connect trigger-box plug. Connect
voltmeter to trigger-box plug between
term. 4 (+) and term. 2 (-).
Switch on ignition.
Voltmeter must indicate battery voltage.

No

Check for open circuit in cables and
terminals from ignition and starting
switch to trigger-box plug term. 4
including ground cable term. 2.
Eliminate open circuit.

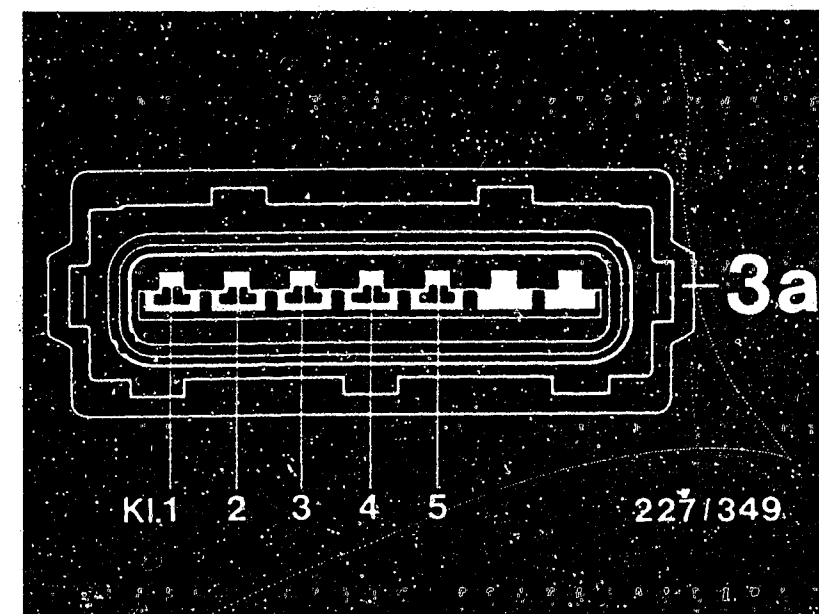
Yes

Test primary circuit.
Connect voltmeter to disconnected
trigger-box plug between term. 1 (+)
and term. 2 (-).
Switch on ignition.
Voltmeter must indicate battery voltage.
Voltage correct?

No

Check for open circuit in cable from
ignition and starting switch to
ignition coil term. 15, in the pri-
mary winding of the ignition coil,
in the cable from ignition coil term.
1 to trigger-box plug term. 1 and in
the ground cable term. 2.
Eliminate open circuit.

Continued on D 3



3a = Trigger-box plug

D1

Trouble-shooting program
Opel

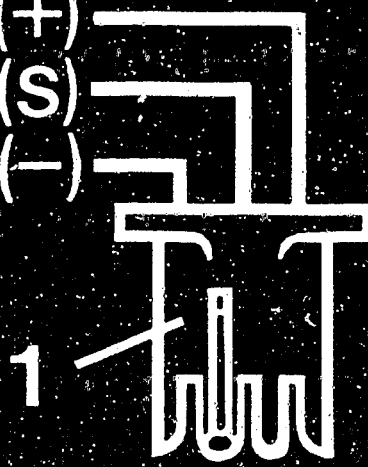


D2

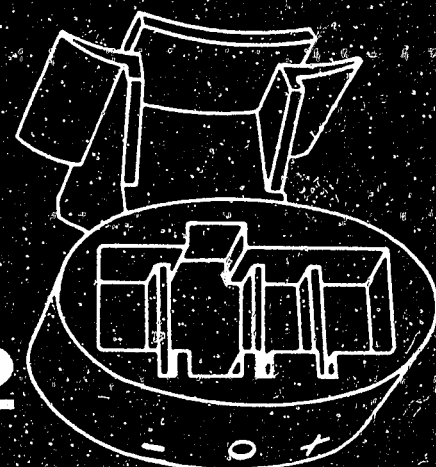
Trouble-shooting program
Opel



KI. 4(+)
KI. 12(S)
KI. 2(-)



1



2

227/357

1 = Ignition-distributor connector
2 = Ignition-distributor socket

yes

Test connector and socket of ignition distributor.

Visual examination:

Remove the ignition-distributor connector (see picture) and check contacts for oxidation and correct latching (remedy defects).

Reconnect ignition-distributor connector. If customer complaint not remedied, continue testing.

yes

Continued on D 4 / D 5

D3

Trouble-shooting program

Open



yes

Test pulse generator voltage supply.

Plug on trigger-box plug. Push back rubber sleeve of ignition-distributor connector.

Connect voltmeter with test prods to ignition distributor plug term. 4 (+) and term. 2 (-).
Switch on ignition.

Voltmeter must indicate a voltage of > 10 V.

Voltage correct?

no

Disconnect trigger-box plug, ignition-distributor plug and timing advance unit plug.

Connect ohmmeter with test prods one after the other.

1. <u>Ignition-distributor connector</u>	<u>Ignition timing unit plug</u>
--	----------------------------------

Term. 4	and	term. 4
Term. 2	and	term. 2

Ohmmeter must indicate approx. 0 Ω (continuity) in each case. Eliminate open circuit.

2. <u>Ignition timing unit plug</u>	<u>Trigger-box plug</u>
-------------------------------------	-------------------------

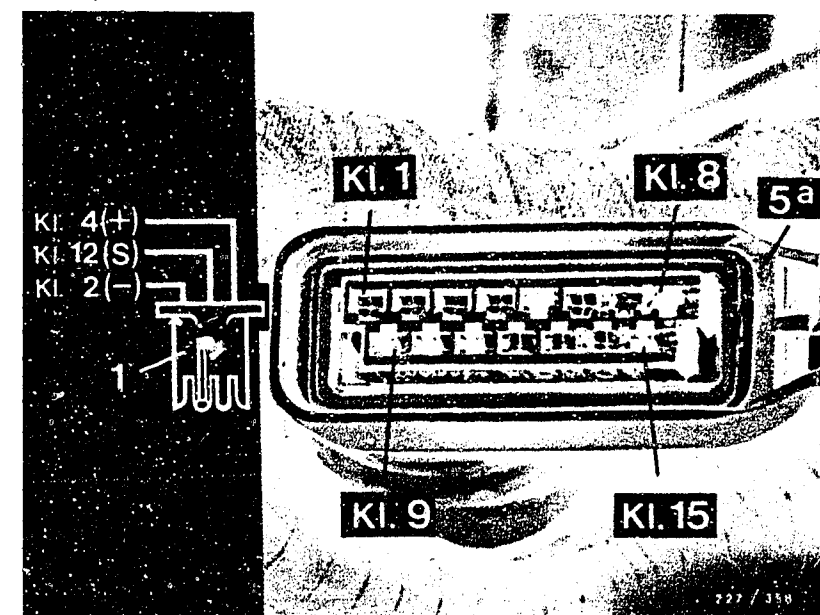
Term. 1	and	term. 3
term. 3	and	term. 4

Ohmmeter must indicate approx. 0 Ω (continuity) in each case. Eliminate open circuit.

If there was no open circuit in Points 1 and 2, replace ignition timing unit.

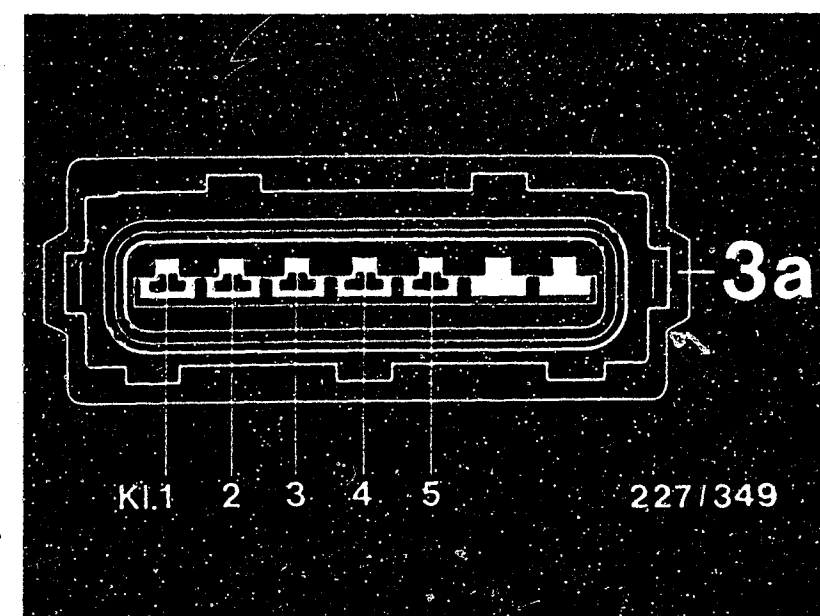
yes

Continued on D 6 / D 7



1 = Ignition-distributor connector
5a = Ignition timing unit plug

3a = Trigger-box plug



D4

Trouble-shooting program

Opel



D5

Trouble-shooting program

Opel



Yes

Test operation of pulse generator.

Trigger-box plug, ignition-distributor plug and timing advance unit plug connected.

Push back rubber sleeve of ignition-distributor connector.

Connect oscilloscope as per operating instructions with program switch in "special" position.

For example, MOT 201:

Red clip with test prod to ignition-distributor connector term. 12 (measured signal).

Black clip to ground.

Start engine.

The oscilloscope must show a rectangular pulse. See graph.

Rectangular pulse present?

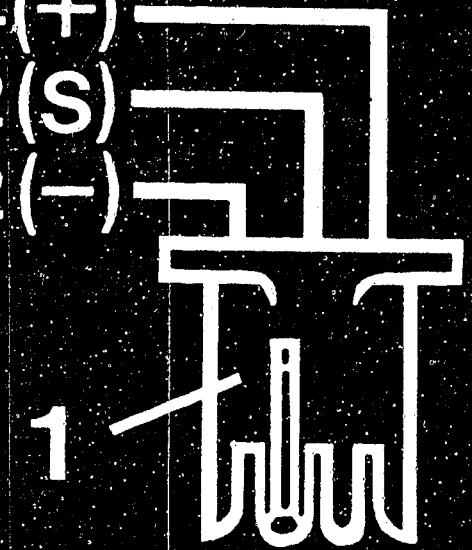
no

Replace pulse generator/ignition distributor.

Yes

Continued on D 8 / D 9

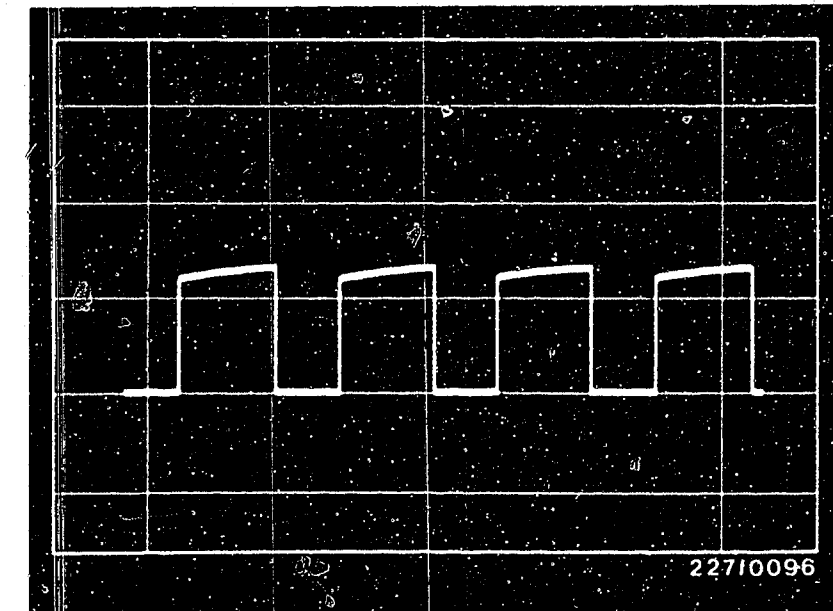
KI. 4(+)
KI. 12(S)
KI. 2(-)



227/359

1 = Ignition-distributor connector

Rectangular pulse



D6

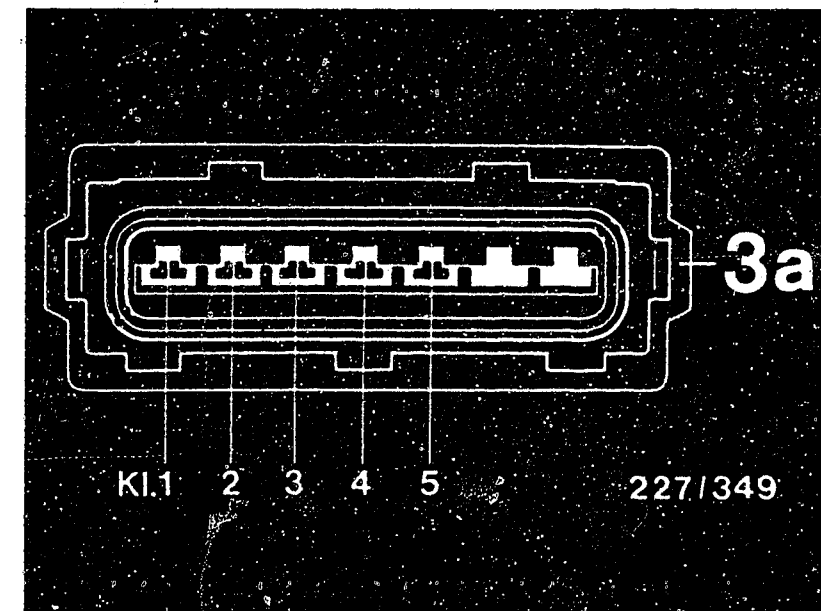
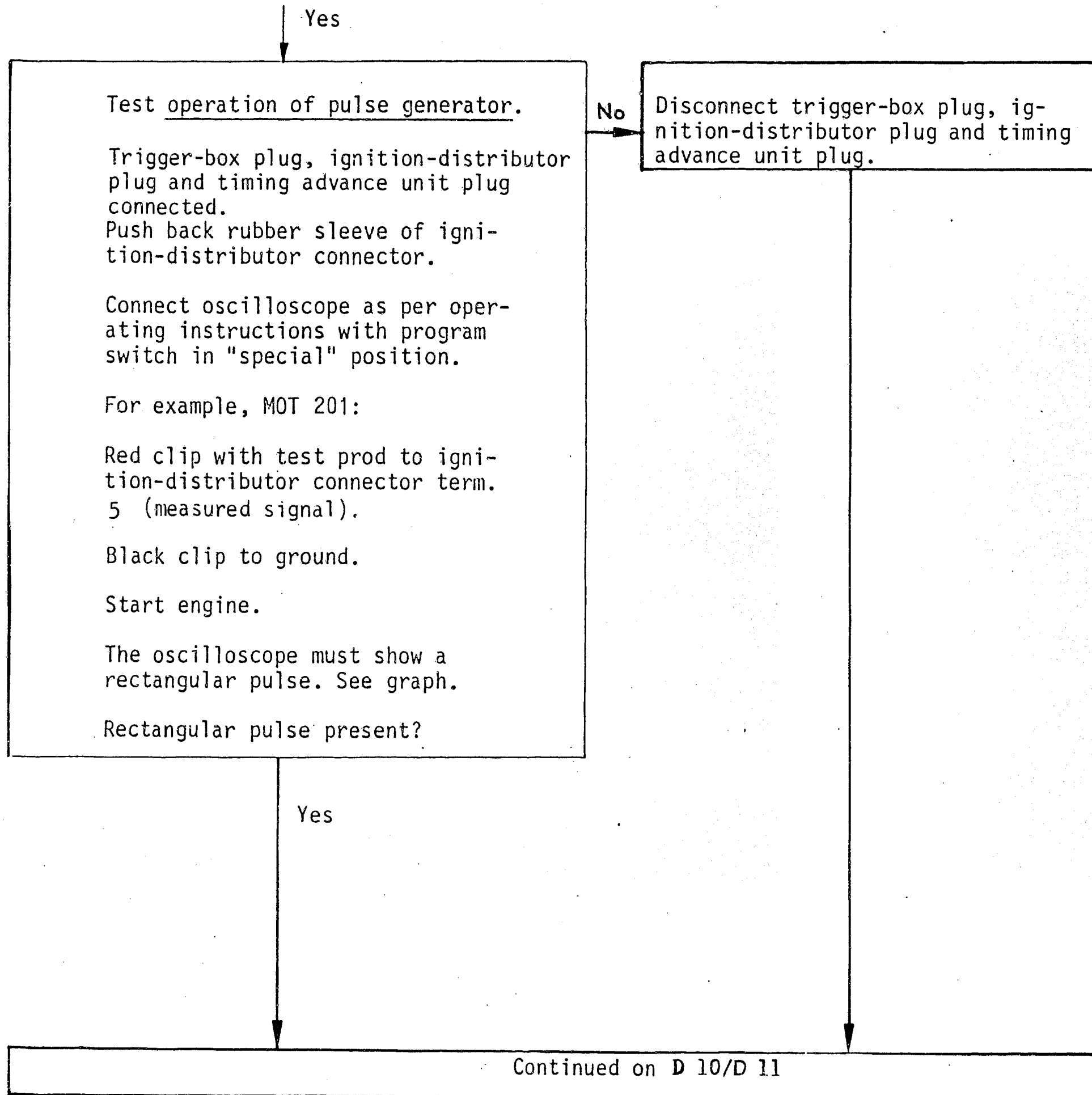
Trouble-shooting program
Opel



D7

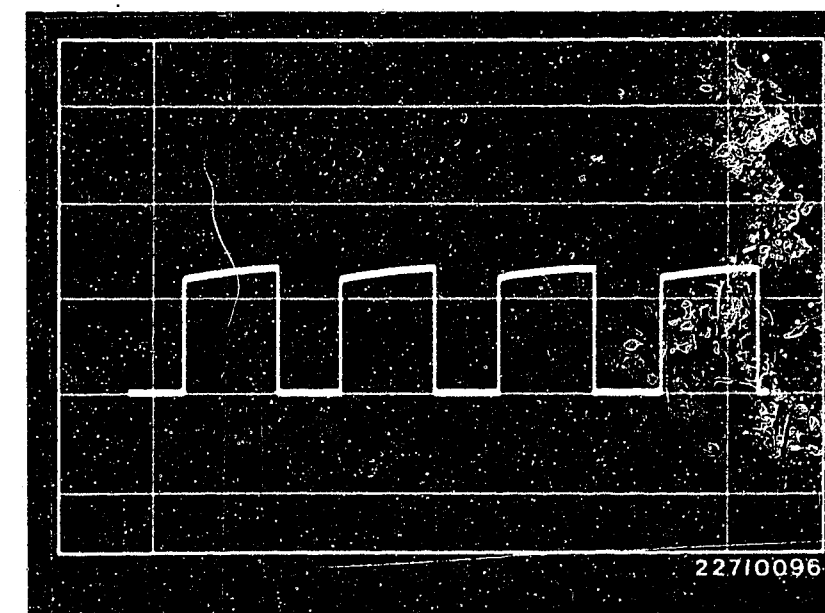
Trouble-shooting program
Opel





3a = Trigger-box plug

Rectangular pulse



D8

Trouble-shooting program

Opel



D9

Trouble-shooting program

Opel



Continued

Yes

Connect ohmmeter consecutively to:

<u>Ignition-distributor</u> <u>connector</u>	<u>Ignition timing</u> <u>unit plug</u>
---	--

Term. 12 and term. 12

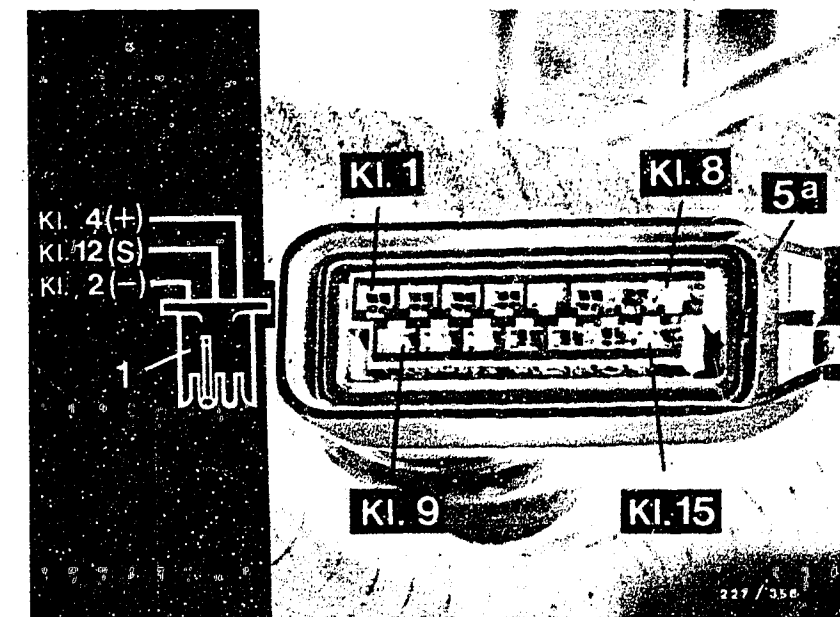
<u>Ignition timing</u> <u>unit plug</u>	<u>Trigger-box</u> <u>plug</u>
--	-----------------------------------

Term. 13 and term. 5

Ohmmeter must indicate continuity in both cases.

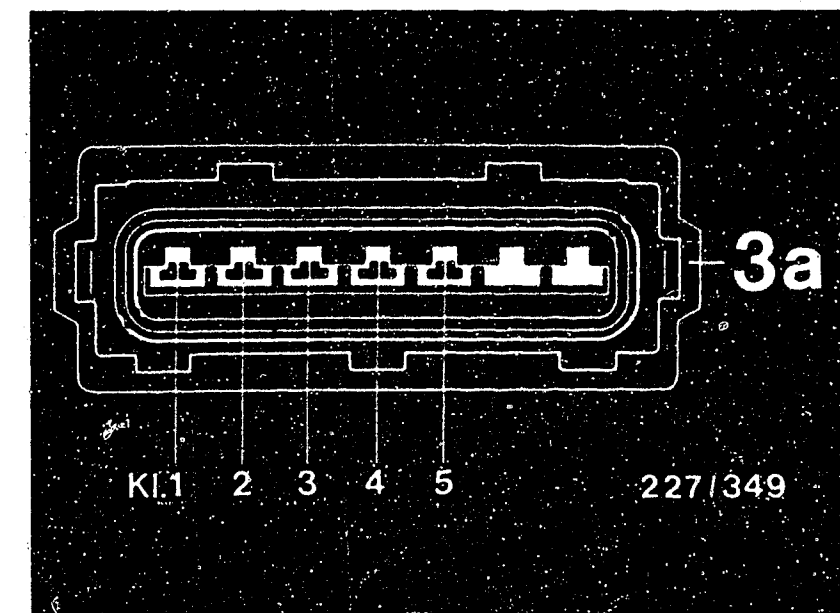
Eliminate open circuit.

If there was no open circuit, replace ignition timing unit.



1 = Ignition-distributor connector
5a = Ignition timing unit plug

3a = Trigger-box plug



Continued on D 12 / D 13

D10

Trouble-shooting program

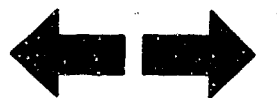
Opel



D11

Trouble-shooting program

Opel



Yes

Test ignition coil.

Visual examination:

Remove protective cap from ignition coil and check whether plug (see picture) is in position and whether any sealing compound has escaped.

Electrical test:

Ignition coil primary (term. 15 and term. 1) $0.6 \dots 0.9 \Omega$ (take resistance of test lead with test prods into account).

Ignition coil secondary (term. 1 and term. 4) $6.3 \dots 9.2 \text{ k}\Omega$.

Plug in position? No sealing compound escaped?

Resistance value O.K.?

no

1. If plug is not in position and/or sealing compound has escaped, replace trigger-box, ignition timing unit and ignition coil.

2. If resistance values are not O.K., replace ignition coil.

Yes

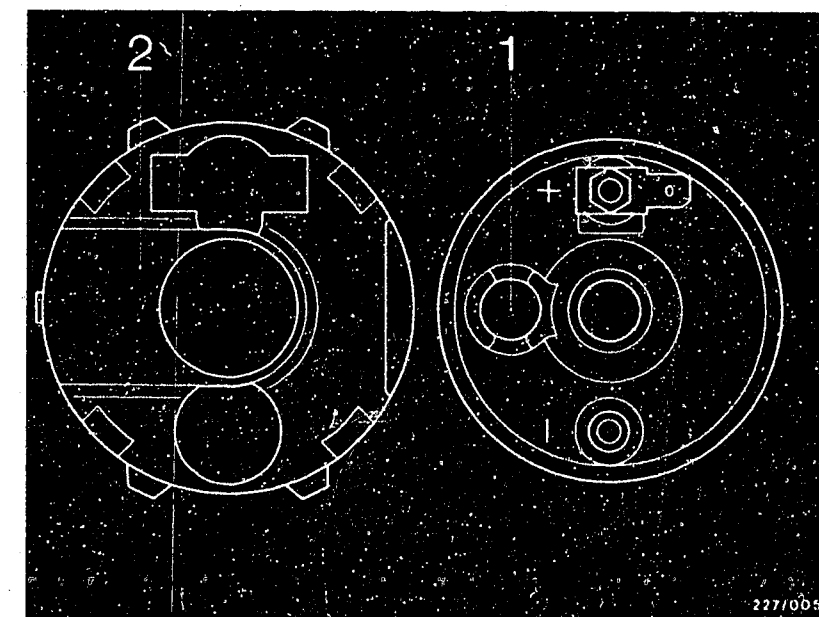
Replace trigger box.

Test completed.

Tests from B11 not necessary.

Note:

If customer complaint is not yet remedied, then check for further possible faults in the fuel system, or engine not mechanically O. K.



1 = Plug
2 = Protective cap

D 12

Trouble-shooting program

Opel



D 13

Trouble-shooting program

Opel



After-sales Service

Technical Bulletin

Only for use within the Bosch organization. Not to be communicated to any third party.

22

Danger of Accident on Semi-conductor Ignition Systems

VDT-I-227/102 B

11.1976

Please be sure to pass this bulletin on to your employees for their attention.

The increased demands made on their ignition systems by modern engines, and the wish for freedom from maintenance, led some time ago to manufactures starting to equip their vehicles with semi-conductor ignition systems as original equipment. In most cases the performance of nearly all makes of such systems is higher than that of conventional systems, and further improvements are to be expected. This means that semi-conductor ignition systems have reached the point where contact with "live" parts or contacts (whether on the primary side or the secondary side) can prove fatal.

In this connection we should like to point out to you that the laws valid in your country regarding work on high-voltage systems must be adhered to when working on, or testing, semi-conductor ignition systems.

As a matter of principle, when working on such ignition systems the ignition is to be switched off. Included in such work are the following operations:

- Connection of engine testing equipment (timing light, dwell-tach tester, ignition oscilloscope etc.).
- Replacement of ignition system parts (spark plugs, ignition coil, ignition distributor, H.I. ignition cables etc.).

If it is necessary to switch on the ignition in order to test the system or make adjustments on the engine (to the carburetor for instance), then lethal voltages are present throughout the entire system.

This means that the danger of accident exists not only at individual components in the system (e.g. ignition distributor, ignition coil, trigger box, ignition harness), but also at the wiring harness (e.g. connection for the tachometer, diagnostic connector), on terminals, and on test equipment.

BOSCH

Geschäftsbereich KM, Kundendienst, Kfz-Ausrüstung.
© by Robert Bosch GmbH, D-2 Stuttgart 1, Postfach 50 Printed in the Federal Republic of Germany.
Imprimé en République Fédérale d'Allemagne par Robert Bosch GmbH.

N1

Technical Bulletin

Opel

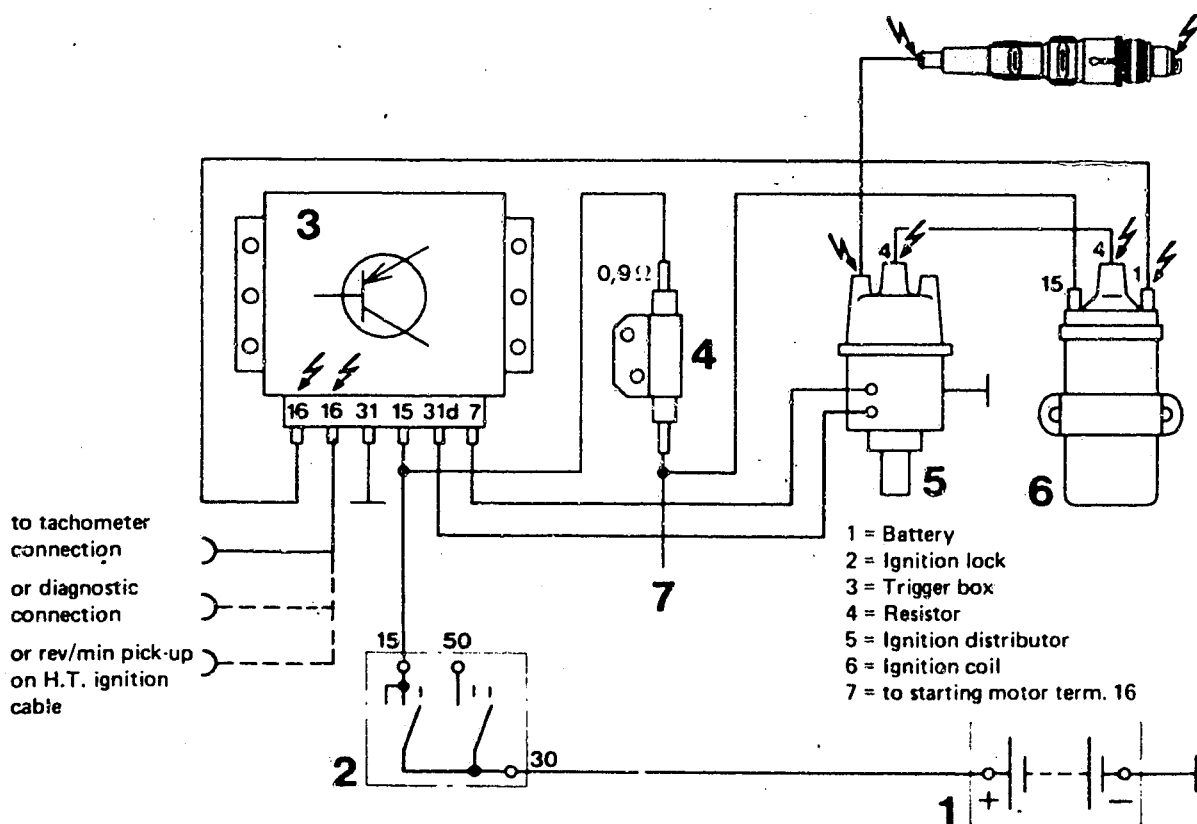


In addition, in the case of the capacitor-discharge ignition system (CDI), danger of accident is also present under the following circumstances:

- Operation of the trigger box without the ignition transformer.
- At the trigger box, (removed), relatively soon after it has been switched off (capacitor discharge).

Below is a typical terminal diagram of a semi-conductor ignition system, the danger points are marked with red high-voltage arrows. We would point out that all semi-conductor ignition systems, even the older ones, are to be regarded as dangerous in the sense as defined by this bulletin.

Please address any queries or comments concerning the contents of this publication to our representative in your country.



Terminal diagram



After-sales Service

Technical Bulletin

Only for use within the Bosch organization. Not to be communicated to any third party.

EFFECTS OF ELECTRICAL AND ELECTRONIC
SYSTEMS ON HEART PACEMAKERS

VDT-I-227/107 En

1.1981

e.g. ignition systems, Jetronic, Motronic, ABS

Please ensure without fail that this Bulletin is passed on to your employees for their attention!

We have often been asked by some of our customers whether or not patients with heart pacemakers are endangered in any way by ignition systems. This theme was recently the subject of an examination carried out by the Ignition System Development Department of Robert Bosch GmbH in conjunction with Dr. Thull, lecturer at the Central Institute for Biomedical Technology at the University of Erlangen-Nürnberg and Biotronic GmbH & Co. of Berlin, a manufacturer of heart pacemakers. The magazine "Biomedizinischen Technik" (5/80) listed the results.

The most important discoveries in this practice can be summarized from the examination report as follows:-

1. Heart pacemakers corresponding to the latest state of the art are not affected by radiation (electromagnetic fields) from ignition systems.
2. With a stationary engine and the ignition switched off the heart pacemaker is not affected by any part of the ignition system, even when unintentionally touched. Maintenance work in the engine compartment, for example, can then be carried out without any danger.
3. With the engine running or stationary with the ignition switched on, touching current-carrying parts of the ignition system, as well as parts of any other electrical system, presents a certain danger for everybody. The heart pacemaker can here be affected under certain conditions (voltage, current and frequency).
Patients with heart pacemakers should therefore at all costs avoid touching current-carrying parts of electrical systems.
4. Furthermore, patients with heart pacemakers are more inclined to psychic shock effects than other people, even when they receive just a harmless electric shock, because many such patients are conscious of the increased danger to the cardiac activity.

We therefore consider it inadvisable for patients with heart pacemakers to be employed in workshops or on vehicles where ignition systems are being tested or repaired. If any members of your staff have heart pacemakers please carry out the necessary measures.

BOSCH

Geschäftsbereich KM, Kundendienst, Kfz-Ausrüstung.
© by Robert Bosch GmbH, D-7 Stuttgart 1, Postfach 50. Printed in the Federal Republic of Germany.
Imprimé en République Fédérale d'Allemagne par Robert Bosch GmbH.

N3

Technical Bulletin

Opel



We would like to add that heart pacemakers are not expected to be affected in any way by interference from other electronic products and systems which we manufacture, such as the Antiskid System (ABS), Jetronic, Motronic, because the much greater radiation intensity of the ignition systems examined in normal use has not caused any interference to heart pacemakers corresponding to the latest state of the art.

If you should receive questions on this matter from customers, please inform them accordingly.



After-sales Service

Technical Bulletin

Only for use within the Bosch organization. Not to be communicated to any third party.

BREAKERLESS TRANSISTORIZED IGNITION SYSTEM

22

Warranty note

VDT-I-227/103 En
3.1979

Hybrid construction trigger boxes
0 227 100 100 for ignition distributor
with Hall generator (TCI-h)
0 227 100 102 for ignition distributor
with induction-type
pulse generator (TCI-i)

Apart from the well-known TCI trigger boxes 0 227 100 0.., trigger boxes of hybrid construction have been fitted as standard since 9.78 (Fig. 1).

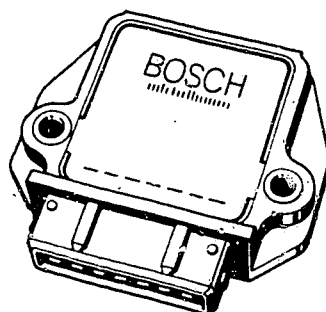


Fig. 1

Warranty procedure

If the complaints are justified, all these hybrid trigger boxes are to be sent, along with completed warranty documents, to your authorized representative for forwarding to the following address:

ROBERT BOSCH GMBH
KH/LAV - Auspackraum

zur Weiterleitung an K1/VAK 21

D-7000 Stuttgart 30

This instruction remains valid until further notice.

BOSCH

Geschäftsbereich KH: Kundendienst, Kfz-Ausrüstung
© by Robert Bosch GmbH, D-7 Stuttgart 1, Postfach 50. Printed in the Federal Republic of Germany.
Imprimé en République Fédérale d'Allemagne par Robert Bosch GmbH

N5

Technical Bulletin

Opel



After-sales Service

Technical Bulletin

Only for use within the Bosch organization. Not to be communicated to any third party.

NEW DESIGNATIONS FOR IGNITION SYSTEMS

VDT-I-227/108 En

1.1983

The introduction of new ignition systems has made it necessary to reclassify all designations.

The designations listed below will be used immediately in KH workshop and sales literature.

Designation	Abbrev'd code	Meaning	Switching	Ignition control and spark advance	High-voltage distribution
Coil ignition	SZ (CI)	-----	Mechanical (breaker points)	Mechanical (ignition distributor)	Mechanical (ignition distributor)
Transistorized coil ignition	TSZ-K (TCI-c)	K=breaker-triggered	Electronic (trigger box)	Mechanical (ignition distributor)	Mechanical (ignition distributor)
Trigger box with conventional circuit techniques	TSZ-I* (TCI-i)	I=Induction-type pulse generator	Electronic (trigger box)	Mechanical (ignition distributor)	Mechanical (ignition distributor)
	TSZ-H	H=Hall generator	Electronic (trigger box)	Mechanical (ignition distributor)	Mechanical (ignition distributor)
Transistorized ignition	TZ-I* (TI-i)	I=Induction-type pulse generator	Electronic (trigger box)	Mechanical (ignition distributor)	Mechanical (ignition distributor)
(Trigger box in Hybrid technique)	TZ-H* (TI-h)	H=Hall generator	Electronic (trigger box)	Mechanical (ignition distributor)	Mechanical (ignition distributor)

BOSCH

Geschäftsbereich KH, Kundendienst, Kfz-Ausrüstung
© by Robert Bosch GmbH, D-7 Stuttgart 1, Postfach 50 Printed in the Federal Republic of Germany
Imprimé en République Fédérale d'Allemagne par Robert Bosch GmbH

N6

Technical Bulletin



Designation	Abbrev'd code	Meaning	Switching	Ignition control and spark advance	High-voltage distribution
Breakerless semiconductor ignition with or without knock control	EZ EZ-K	- K=Knock control	Electronic (trigger box or control unit)	Electronic (control unit)	Mechanical (ignition distributor or high-voltage distributor)
Distributorless ignition with or without knock control	VZ VZ-K	- K=Knock control	Electronic (control unit)	Electronic (control unit)	Electronic (dual-spark ignition coil, or 1 ignition coil for each spark plug)

*Note: The ignition system can also be equipped with a DLS unit (digital idle stabilization) or with an ELS unit (electronic idle stabilization) or with an ESV unit (electronic ignition retardation).



After-sales Service

Motor Vehicle Service Information

Only for use within the Bosch organization. Not to be communicated to any third party

INCORRECT DISPLAY OF ROTATIONAL SPEED AND
DWELL ANGLE ONLY WITH TRIGGER BOXES
0 227 100 ... (TCI-i, TCI-h) WITH CURRENT
LIMITATION

VDT-I-Gen. 030 En
6.80
Supersedes Ed. 3.80

For additional information see VDT-I-Gen. 032 En

1. General

In comparison with conventional ignition systems, transistorized ignition systems with current limitation have different primary voltage characteristics. During the dwell period the voltage at terminal 1 of the ignition coil may assume values from 1.5 V to battery voltage (or greater). This may lead to an incorrect display of rotational speed and dwell angle when testing the ignition system. However, there is no functional defect in the ignition system, and, for this reason, the trigger box must not be replaced. Incorrect displays may occur with the testers listed below:

MOT 001.00 }	Rotational-speed	KTE 001.00
001.01 }	display O.K. with these	001.02
001.02	testers	001.03
001.04		
002.00		

By now, the following vehicles may be fitted with breakerless ignition systems with current limitation:

Audi	(Bosch/Fairchild- ignition system)	Mazda	(Mitsubishi ignition system)
BMW	(Bosch ignition system)	Mitsubishi	(Mitsubishi ignition system)
Citroen	(Delco ignition system)	Nissan-Datsun	(Hitachi ignition system)
Fiat	(Delco ignition system)	Peugeot	(Bosch ignition system)
Ford	(Delco ignition system)	VW	(Bosch/Fairchild ignition system)
General- Motors	(HEI-ignition system)	Bosch transistorized ignition system for retrofitting 0 227 100 920	

BOSCH

Geschäftsbereich KH Kundendienst Kfz-Ausrüstung
© by Robert Bosch GmbH, D-7 Stuttgart 1 Postfach 50 Printed in the Federal Republic of Germany
Imprimé en République Fédérale d'Allemagne par Robert Bosch GmbH

N8

Motor Vehicle Service Information

Opel



2. Test instructions

2.1 Rotational speed

Incorrect rotational-speed display can be recognized as follows:

If one starts at the idle speed and slowly increases the engine speed, then the incorrect display can be recognized by an abrupt reduction in the rotational-speed display (e.g. from 2400 min⁻¹ to 1200 min⁻¹).

It is, however, possible to attain correct rot.-speed measurements as follows:

Connect a ballast resistor of 0.9 or 1.0 Ohm (see Fig.) in series in the line to term. 15 of the ignition coil (take care not to cause a short circuit). After the rotational-speed measurement, the ballast resistor must be removed (otherwise starting difficulties and misfiring). Connect tester as per operating instructions.

Suggestion for user manufacture

Required parts:

1 ballast resistor 0.9 Ohm

Part No. 0 227 900 002

or

1 ballast resistor 1.0 Ohm

Part No. 0 227 900 101

2 blade receptacles e.g.

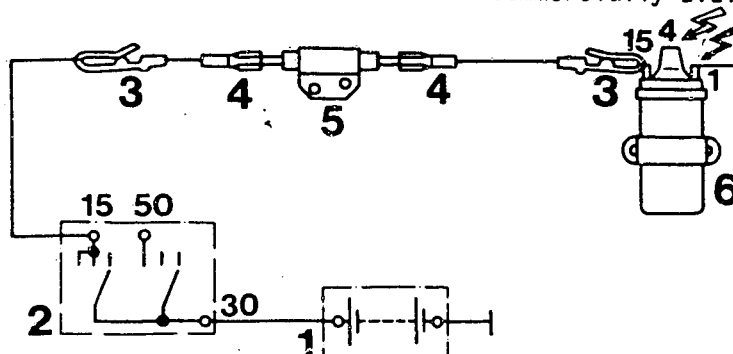
Part No. 1 901 355 881

approx. 0.2 m cable, 1.5 mm² e.g.

Part No. 6 210 150 150

2 insulated clips

Commercially available



1 = Battery

2 = Ignition switch

3 = Clips

4 = Blade receptacle

5 = Ballast resistor

6 = Ignition coil

⚡ approx. 400 V

⚡ approx. 25 kV

2.2 Dwell angle

The dwell angle is electronically controlled. A measurement of the dwell angle is no longer performed.

2.3 Ignition point

Is displayed correctly. Connect tester as per operating instructions.



After-sales Service

Motor Vehicle Service Information

Only for use within the Bosch organization. Not to be communicated to any third party

MOTORTESTER CONVERSION

Incorrect display of rotational speed,
dwell angle and ignition point
only with trigger boxes
0 227 100 ... (TCI-i, TCI-h) with current
limitation

VDT-I-Gen. 032 En
6.80

For additional information see VDT-I-Gen. 030 of 6.80

Re.: Motortester EFAW 268
268 S 10
269
214 B
AE 2000

1. General

Please make sure that the above-mentioned motortesters in your workshop and at your customers (e.g. motor vehicle workshops, oil companies, gas stations, vocational schools etc.) are converted. The conversion is subject to payment and is carried out by the K7 after-sales service of the responsible BG. The standard time is 15 work units (with fitting of switch).

2. Why motortester conversion?

In comparison with conventional ignition systems, transistorized ignition systems with current limitation have different primary voltage characteristics. During the dwell period the voltage at terminal 1 of the ignition coil may assume values from 1.5 V to battery voltage (or greater). This may lead to an incorrect display of rotational speed and dwell angle as well as to incorrect triggering of the meter when testing the ignition system. There is, however, no functional defect in the ignition system, and, for this reason, the trigger box must not be replaced. Since, with the above-listed motortesters, the timing light is triggered by the signal path dwell angle - meter, this incorrect triggering also leads to incorrect flashing and thus to an incorrect display of the advance angle.

3. Conversion measures

The situation is to be remedied by modifying the wiring of the testers so that the timing light is triggered by the clamp-on induction pickup and the pulse shaper stage.

BOSCH

Geschäftsbereich KH Kundendienst Kfz-Ausrüstung
© by Robert Bosch GmbH, D-7 Stuttgart 1, Postfach 50 Printed in the Federal Republic of Germany
Imprimé en République Fédérale d'Allemagne par Robert Bosch GmbH

N10

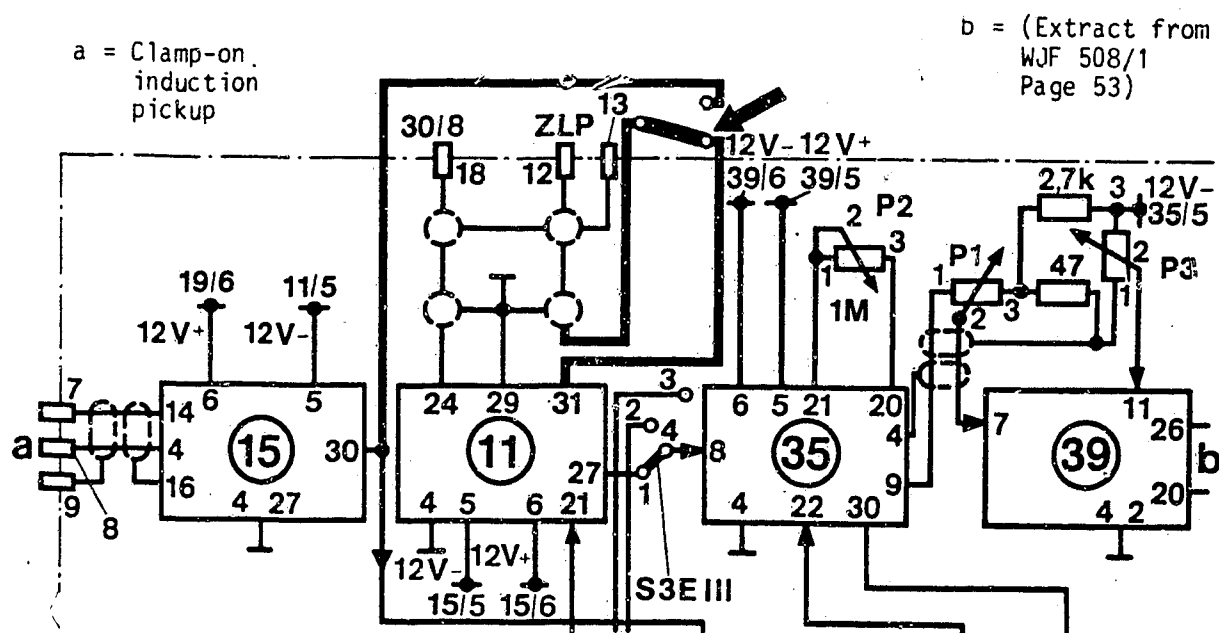
Motor Vehicle Service Information

Opel



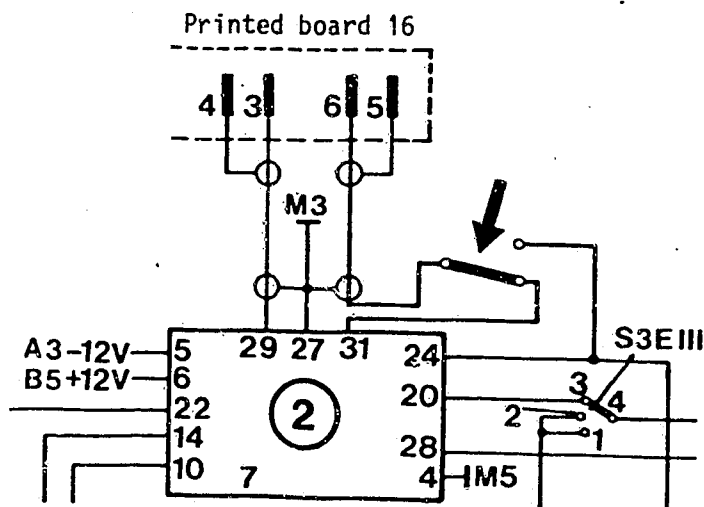
Remove the line of the ZLP* from pin 31 of printed board 11 (coupling stage) and connect to pin 30 of printed board 15 (pulse shaper stage) via a switch with change-over contact (e.g. 0 341 500 803). In addition, a new line must be connected from pin 31 of printed board 11 to the other contact of the switch with change-over contact. Arrow points to switch with change-over contact.

* ZLP = timing light



EFAW 214 B

Remove the line from terminal 6 of printed board 16 to pin 31 of printed board 2 (coupling stage) and connect to pin 24 of the same printed board via a switch with change-over contact (e.g. 0 341 500 803). In addition, a new line must be connected from pin 31 of printed board 2 to the other contact of the switch with change-over contact. Arrow points to switch with change-over contact.



(Extract from WJF 503/1, Page 64)

By fitting the switch with change-over contact in the front panel of the motor-tester, it is possible to switch over from standard ignition systems to those with current limitation. We recommend that the switch positions be marked correspondingly: e.g. "standard" - "current limitation". These conversion measures have already been published in the K7 information sheet KJF 28/7911.



4. Test instructions

4.1 Standard ignition systems

Switch position: "standard"

All other tester connections as per operating instructions.

4.2 Ignition systems with current limitation

Switch position: "current limitation"

In order to trigger the timing light, the induction-type pulse generator (clamp-on pickup or red pickup) must always be connected during the measurement.

The selector switch for ignition systems built into the motortester must be switched to standard coil ignition (not to TCI) with these ignition systems.

All other tester connections as per operating instructions.

The dwell angle is electronically controlled. A measurement of the dwell angle is no longer performed.



After-sales Service

Motor Vehicle Service Information

Only for use within the Bosch organization. Not to be communicated to any third party

TESTS ON ELECTRONIC IGNITION SYSTEMS
(TCI, TZ)
TESTER INSTRUCTIONS

VDT-I-Gen. 035 En
3.1981

The following tests are listed in older and current Tester operating instructions or in Trouble-shooting with the oscillograph.:

- "Separate ignition coil test" (concerns EFAW 213, 214, 268, AE 2000).
- "Calculating the "ignition voltage reserve" (concerns EFAW 213, 214, 268, AE 2000 and MOT series).
- "Intensified insulation test" (concerns EFAW 213, 214, 268, AE 2000 and MOT series).

Nowadays transistorized ignition systems deliver more than 30,000 V secondary voltage.

To avoid damage to ignition coil, ignition cable and ignition distributor by voltage flashovers, the tests listed above should not be carried out on transistorized ignition systems.

The contents of this Service Information has already been published in the K7-Information K7-VJF 17/8012.

BOSCH

Geschäftsbereich KH Kundendienst Kfz-Ausrüstung
© by Robert Bosch GmbH, D-7 Stuttgart 1, Postfach 50 Printed in the Federal Republic of Germany
Imprimé en République Fédérale d'Allemagne par Robert Bosch GmbH

N13

Motor Vehicle Service Information

Opel



Table of contents

<u>Section</u>	<u>Coordinate</u>
Structure of microfiche	A 1
1. Test specifications	A 2
2. Electrical terminal diagram ...	A 4
3. Installation position of components	A 6
4. Necessary test equipment, aids.	A 12
5. Danger of accident on electronic ignition systems	A 13
6. Incorrect indication of engine speed, dwell angle and ignition point	A 17
7. Important vehicle information .	A 18
8. Trouble-shooting.....	B 1
 Trouble-shooting chart	 B 3
 Trouble-shooting program if primary signal/ignition spark present	 B 9
 Trouble-shooting program if <u>primary signal/ignition spark</u> <u>not present</u>	 D 1
 Technical Bulletin (danger of accident)	 N 1
 Technical Bulletin (influence of electrical and elec- tronic systems on heart pacemakers)	 N 3



Table of contents (continued)

<u>Section</u>	<u>Coordinate</u>
Technical Bulletin (warranty note)	N 5
Technical Bulletin (new designations for ignition systems)	N 6
Motor Vehicle Service Information (incorrect indication of engine speed and dwell angle)	N 8
Motor Vehicle Service Information (motortester conversion)	N 10
Motor Vehicle Service Information (tests on electronic ignition systems)	N 13

© 1984 Robert Bosch GmbH
Automotive Equipment - After-Sales Service
Department for Technical Publications KH/VDT,
Postfach 50, D-7000 Stuttgart 1.

Published by: After-Sales Service Department for
Training and Technology (KH/VSK). Press Date: 2.1984
Please direct questions and comments concerning the
contents to our authorized representative in your
country.

This publication is only for the use of the Bosch-
After-Sales Service Organisation, and may not be
passed on to third parties without our consent.

Microfilmed in the Federal Republic of Germany. Micro-
photographié en République Fédérale d'Allemagne.

